

**AN HISTORICAL INVENTORY  
OF THE PROPOSED U. S. 287 LAMAR BYPASS IN  
PROWERS COUNTY, COLORADO**

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Colorado State Permits #2003-35, 2008-43

February, 2010



## ABSTRACT

Western Cultural Resource Management, Inc. (WCRM) conducted an intensive Class III historical inventory of approximately 1,067 acres of land within the proposed U.S. 287 Lamar Bypass for CH2M HILL of Colorado Springs and Region 2 of Colorado Department of Transportation (CDOT). Original survey efforts were conducted in 2003, with updates completed in 2008. In addition to intensive survey, an effort to locate evidence of the Santa Fe Trail was undertaken, and a reconnaissance survey of the downtown commercial area along U.S. Highway 287 through downtown Lamar in Prowers County, Colorado was completed. The proposed U.S. 287 bypass route is located on county, state, and private lands extending for approximately nine miles from the southern end, near County Road C-C, north across the Arkansas River and connecting to State Highway 196 on the north side of Lamar. All lands within the proposed route will be directly affected by the construction of the proposed U.S. 287 Lamar Bypass.

As a result of further consultation with the Colorado State Historic Preservation Office (SHPO) in 2007, an official Area of Potential Effect (APE) was defined and it was determined that additional work from the 2003 effort was necessary. An updated file search was completed, sites were visited and updated documentation was completed. This report includes information from the 2003 and 2008 survey efforts as well as a reconnaissance survey of Lamar's downtown commercial area was completed by CDOT in 2009. The reconnaissance survey was completed to address the potential for indirect effects to a possible downtown Lamar historic commercial district. Interest in the Santa Fe Trail in the area led to particular efforts to locate segments of the trail within the APE.

Resources recorded consisted of eight historic sites including: two segments of the Atchison, Topeka and Santa Fe Railroad (5PW152.5 and 5PW152.6), one segment of U.S. Highway 385/50 (5PW171.5), two segments of the Lamar Canal (5PW191.1 and 5PW191.2), one segment of the Fort Bent Canal (5PW192.1), one segment of the Vista del Rio Ditch (5PW193.1), and one segment of the Hyde Canal (5PW194.1).



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**Colorado Historical Society - Office of Archaeology and Historic Preservation**  
**COLORADO CULTURAL RESOURCE SURVEY**  
**Cultural Resource Survey Management Information Form**

*Please complete this form and attach a copy behind the Table of Contents of each standard survey report.*

**I. PROJECT SIZE**

Total federal acres in project: <u>0</u>	Acres surveyed: <u>0</u>
Total state acres in project: <u>22</u>	Acres surveyed: <u>22</u>
Total private acres of project: <u>833</u>	Acres surveyed: <u>820</u>
Other <u>Prowers County</u> : <u>225</u>	Acres surveyed: <u>225</u>
Total acres surveyed: <u>1,067</u>	

\* The private lands were either heavily developed by modern (1990s-2000s) activities or access permission was not secured from the landowners.

**II. PROJECT LOCATION**

County: Prowers County Principal Meridian: 6th  
USGS Quad map name(s) and date(s): Lamar East, Colo. (1953, Pr 1979), Lamar West (1952, PR 1979).

**NOTE:** The legal location information below is meant to summarize the location of the survey and does not need to be precise.

Township: 22S Range: 46W Sec: 19, 20, 21, 28, 29, 30, 33, 34  
Township: 23S Range: 46W Sec: 4, 8, 9, 16, 17, 19, 20, 21, 28, 29, 30, 31, and 32

**III. SITES**

Smithsonian Number	Resource Type				Eligibility				Management Recommendations						
	Prehistoric	Historic	Paleontological	Unknown	Eligible	Not Eligible	Need Data	Contributes to a District	No Further Work	Preserve / Avoid	Monitor	Test	Excavate	Archival Research	Other
5PW152.5		X				X			X						
5PW152.6		X			X										X
5PW171.5		X				X			X						
5PW191.1		X				X			X						
5PW191.2		X				X			X						
5PW192.1		X			X										X
5PW193.1		X				X			X						
5PW194.1		X			X										X

**IV. ISOLATED FINDS** (By definition IFs are not eligible to the National Register and require no further work.)

Smithsonian Number	Resource Type			
	Prehistoric	Historic	Paleontological	Unknown

Smithsonian Number	Resource Type			
	Prehistoric	Historic	Paleontological	Unknown



## **INTRODUCTION**

Western Cultural Resource Management, Inc. (WCRM) conducted an intensive inventory of 1,067 acres for historic cultural resources located within the proposed Lamar Bypass route east, north and south of Lamar in Prowers County, Colorado (see Appendix A: Area of Potential Effects map and Appendix B: USGS quadrangle map) initially between May 13-15, 2003 and again between May 12-14, 2008. WCRM completed the work for CH2M HILL of Colorado Springs and Region 2 of the Colorado Department of Transportation (CDOT). CDOT served as the lead state agency and the Federal Highway Administration (FHWA) served as the lead federal agency.

The proposed Bypass route is located on the east side of Lamar extending approximately nine miles from State Highway (SH) 196 on the north side of Lamar in an easterly and then southerly direction to its southern terminus near County Road C-C. An Area of Potential Effect (APE) was consulted on in 2007 which reflects the proposed bypass route and areas which will be directly impacted by road reconstruction, road improvement were intensively surveyed. The City of Lamar was also included in the APE and the downtown commercial area was surveyed on a reconnaissance level to determine the potential for a downtown historic commercial district.

These studies were conducted to identify and document cultural resources with regard to the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966 as amended, its provisions and policies including the Section 106 process in conjunction with CDOT efforts to address the need to relieve traffic congestion in downtown Lamar as indicated by community leaders.

### **AREA OF POTENTIAL EFFECT (APE)**

Consultations between CDOT and the State Historic Preservation Office (SHPO) in 2007 resulted in the definition of an official APE. It included the area of direct effects (the Bypass route), and the area of indirect effects (downtown Lamar along the existing route of U.S.

Highway 287), (see Appendix A). The APE was agreed upon in a letter from the SHPO dated August 7, 2007. The APE is located in the Lamar East, Colo. (1953, PR1979) and Lamar West (1952, PR 1979) U.S.G.S. 7.5 minute quadrangle maps. (see Appendix B). The legal locations of the survey corridor are as follows: T22S, R46W, Sections 19, 20, 21, 28, 29, 30, 33, 34 and T23S, R46W, Sections 4, 8, 9, 16, 17, 19, 20, 21, 28, 29, 30, 31, and 32.

## **PROJECT AREA**

### **PROJECT SETTING**

The proposed U.S. Highway 287 Lamar Bypass is located in northwestern Prowers County, Colorado (see Appendix A). The majority of the land within the Bypass corridor is privately owned; however, both State of Colorado and Prowers County lands are crossed by the corridor. Land use within the proposed route includes residential lots, urban commercial lots, irrigated and non-irrigated farmland, rangeland, and natural areas along the Arkansas River (Gantt et al. 2003:6). The area is part of the Colorado Piedmont Section of the Great Plains Division. The Piedmont is one of Colorado's three major physiographic divisions (Fenneman 1931). The proposed route is located within the Arkansas River Drainage system. Elevations within the proposed route range from 3630 to 3800 feet above sea level. The terrain in the area consists of generally flat land, much of which is part of the Arkansas River floodplain.

### **PHYSIOGRAPHY AND HYDROLOGY**

Located in the Arkansas River Valley, the climate is dry with low humidity, low rainfall, moderate to high winds, and wide ranging temperatures. The Arkansas River is the major water source in and near the APE. Other water sources in the immediate vicinity include both the Willow and Clay Creek drainages. Gantt et al. (2003:6) noted that the area receives average precipitation of about 15 inches annually. Precipitation may be in the form of rain or hail in the summer and snow in the winter and is greatest during April and May. Temperatures range from above 90°F in summer to below 32°F in the winter. Winds, an important environmental variable, are strongest in April (Siemer 1977:12). They are generally from the west, east-southeast, east and north (USFS 1993:3-3).

### **GEOMORPHOLOGY AND GEOLOGY**

According to Gantt et al. (2003:7), the lower valley of the Arkansas River is flanked by Upper

Cretaceous age rocks. The Niobrara Formation is to the north and consists of shales and limestones. In the south, the Carlile Shale, Greenhorn Limestone and Graneros Shale dominate. Quaternary dunes border the inner valley on the south side of the river. The river currently cuts across Holocene alluvial deposits (Tweto 1979).

## **SOILS**

Two cycles of eolian deposition have occurred along the Arkansas River in the John Martin Reservoir area west of Lamar (Holliday 1981). The first occurred between 6,000 and 3,000 years ago and is characterized by soils with cambic horizons. A more recent event began after 3,000 years B. P. (Before Present) and is characterized by clusters of active dunes (weak A horizons). Madole (1994; 1995) has identified seven areas of deposition in the Arkansas River Basin. These eolian deposits are composed of approximately 30% sand and 70% loess. Alluvial stratigraphy at the John Martin Reservoir (Holliday 1981) consists of late Quaternary sediments (Arkansas River alluvial terraces and eolian deposits). The oldest terrace is the Caddoa terrace consisting of well-rounded quartzite, sandstone and igneous cobbles. A second, more recent terrace, the Hospital terrace, is composed of alluvial gravel and sand, sand and silt loam. Finally, the Las Animas surface is the modern flood plain of the Arkansas River.

## **FLORA AND FAUNA**

Vegetation within the proposed route includes prairie grasslands and riparian woodlands (USFS 1993:3-11). Grasslands are shortgrass and midgrass prairie and include blue grama, buffalograss, western wheatgrass, sand dropseed, sand bluestem and needle-and-thread. Sagebrush, yucca and prickly pear cactus are also dominant plants within the proposed route. Along the Arkansas River, deciduous trees and bushes can also be found. Agricultural practices have heavily impacted the native vegetative communities in some portions of the proposed route. Further information on flora within the proposed route can be found in Gantt et al. (2003).

Grassland and riparian fauna range within the proposed route. Animals typical of the grassland habitats of today consists of the black-tailed prairie dog, long-billed curlew, ferruginous hawk,

burrowing owl, lesser prairie chicken, mountain plover, and Casins sparrow (USFS 1993:3-10). Other species include the pronghorn antelope, badger, skunk, swift and red foxes, coyote, pocket mouse, pocket gopher, ground squirrel, shrew, eastern mole, western small-footed myotis bat, and cottontail and jack rabbits (Zier and Kalasz 1999:10). In the riparian habitat along the Arkansas River, a number of fish are still present and include: the white sucker, flathead chub, sand shiner, fathead minnow, longnose dace, stoneroller, and plains killfish (Colorado Division of Wildlife 1982; USFS 1993:3-11). Amphibians, reptiles and birds from these two habitats are also present within the proposed route. Historically, the proposed route would have been within the range of grizzly bears, gray wolves, mountain lions and bison (Craighead and Mitchell 1990; Dixon 1990; Fitzgerald et al. 1994)

### **ENVIRONMENTAL CONSTRAINTS**

The major environmental constraint has been the flooding of the Arkansas River. Well documented floods occurred in 1921 and 1965. These floods destroyed historic resources and flood control efforts such as levee construction have also impacted historic resources.

## **RESEARCH DESIGN AND METHODS**

### **OBJECTIVES**

The objectives for this study include the survey of 1,067 acres for historic cultural resources located within the proposed Lamar Bypass route of the overall project APE east, north, and south of Lamar, Colorado. A companion objective was to evaluate the National Register of Historic Places (NRHP) eligibility potential and to formulate preliminary management recommendations for the resources recorded during the survey. Another objective of the study involves a reconnaissance level survey of the downtown Lamar commercial area, the present route of U.S. 287, to determine the potential for a downtown commercial historic district.

### **SCOPE OF WORK**

File searches at the Colorado Office of Archaeology and Historic Preservation (ACHP) were conducted of the APE. Many local history books and reports were utilized to research the area and the identified resources. Field work identified significant historic properties over 50 years of age and recorded newly identified sites in addition to previously recorded sites. All resources were recorded according to OAHP guidelines and photographs were taken. A survey to locate remains of the Santa Fe Trail within the APE was also undertaken. In addition, a reconnaissance level survey was completed for the downtown Lamar commercial area.

### **PREVIOUS WORK**

In 2003, a file search of the proposed Bypass route conducted at the OAHP found that four cultural resource surveys had been previously completed within project area or one mile surrounding it (Angulski 1985; Buckles 1980; Hand 1998; Wallace 1984). One historic building, the Big Timbers Museum (5PW58), and one historic isolate (5PW188) had been previously recorded within the construction corridor as proposed in 2003. After CDOT became aware of presence of the museum, the northwestern part of the proposed U.S. 287 Lamar Bypass was redesigned to avoid direct impacts to the property.

Another file search was completed on May 2, 2008 to update the previously collected background data. The updated search at OAHF found two previous studies had recorded two additional sites and one isolated feature within the proposed Bypass route. The Highway 385/50 system (5PW171) had been recorded by Associated Cultural Resource Experts in 2002 (ACRE 2002) as part of a statewide highway context study sponsored by CDOT. The overall Highway 385/50 system was not recommended eligible for inclusion in the NRHP. A segment of this system crosses the Bypass APE. A second study by Centennial Archaeology in 2003 (Gantt et al. 2003) consisted of an archaeological survey of the proposed Bypass route. One site, a corral and abandoned farm machinery (5PW189) and one isolated feature of brick and concrete fragments (5PW188) were recorded. Those resources are related to the agricultural heritage of the Lamar region and were officially determined not eligible on March 12, 2003. Because they were recorded so recently, resources 5PW189 and 5PW188 were not re-evaluated during this project.

**Table 1. Previously Recorded Cultural Resources Within the Intensive Survey Area of the APE.**

Site Number	Cultural Resource Name	Recorded By	Date Recorded	Eligibility
5PW171.5	U.S. Highway 385/50 Segment	System originally recorded by ACRE (2002) as 5PW171; Mehls,	5/13/08	Field non-supporting of potential eligibility
5PW188	Brick and concrete fragments	Gantt et al. (2003), Centennial Archaeology	2/11/2003	Officially <i>Not eligible</i>
5PW189	Corral and abandoned machinery	Gantt et al. (2003), Centennial Archaeology	2/11/2003	Officially <i>Not eligible</i>

The APE as defined in 2007 included eleven previously recorded sites within the Lamar city area. Two resources are located within the downtown Lamar commercial area surveyed on the reconnaissance level. Those are the Davies Hotel (5PW25) and the Prowers County Building (5PW27) both of which are listed on the National Register. The nine remaining previously recorded resources are not located along Main Street/ US 287 and therefore were not looked at as part of the reconnaissance survey. These include the National Register listed U.S. Post Office

(5PW43) and Willow Creek Park (5PW56), as well as three buildings on the Lamar Community College campus which have been determined not eligible (5PW149, 5PW150, and 5PW151). Two residences (5PW220 and 5PW252) and two commercial properties (5PW251 and 5PW 253) have also been recorded within the Lamar city limits but are away from the commercial area.

**Table 2. Previously Recorded Cultural Resources Within the Downtown Commercial Reconnaissance Survey Area.**

Site Number	Cultural Resource Name	Recorded By	Date Recorded	Eligibility
5PW25	Davies Hotel	System originally recorded by ACRE (2002) as 5PW171; Mehls,	5/13/08	Listed
5PW27	Prowers County Building	Gantt et al. (2003), Centennial Archaeology	2/11/2003	Listed

**METHODS**

The parameters of the historic survey included the recordation of historic architectural and engineering resources. To accomplish this, an intensive level survey of the APE was undertaken. The intensive inventory fulfilled the standards as defined by the Colorado OAHP and the Secretary of the Interior’s standards. The survey recorded and evaluated eight historic resources. Ground visibility over the entire proposed route ranged from 0-40 percent. Vegetation included sparse bunch grasses in formerly cultivated fields to thick grasses, weeds, trees and shrubs in developed areas. Sites were sketch mapped and photographed using black and white and color film following OAHP guidelines.

Field study included extensive examinations of the proposed Bypass route where it intersects the route of the Santa Fe Trail north of the Arkansas River as depicted on the Lamar East U.S.G.S. quadrangle, on maps made by the National Park Service, and aerial photos. This work attempted to identify any evidence of the trail. A GPS unit was used to reach these locations in the field. The area was photographed using black and white film and digital photography.



The historic cultural resources were recorded on appropriate Colorado inventory forms as per OAHP guidelines. Individual site features were also photographed to provide more detail to the site record. Site sketch maps were prepared, and all newly recorded cultural resources were plotted on the appropriate USGS 7.5 minute quadrangle. The eligibility recommendations are based on the field inventory and archival research. All field and lab records and photographic negatives are on file at WCRM's Boulder office.

To develop historic background for the APE, General Land Office (GLO) files and plats were reviewed for the proposed route on May 9, 2008. This review found the area to have been settled and patented during the last two decades of the 19<sup>th</sup> century, and the majority of the patents were gained through cash sales with homesteading and other land patenting processes being used only to a limited extent. Denver Public Library's collection of Sanborn fire insurance maps for Lamar were also consulted beginning with the first available (1893). The Sanborn maps helped to inform the area where the reconnaissance survey would focus in Main Street from Washington street to Oak street. In addition, historic photographs and postcards were consulted to assist in determining the changes that occurred to the buildings in the Lamar downtown commercial area.

## HISTORIC CONTEXT

### THE EARLY EURO-AMERICAN PERIOD

The history of Lamar and the Arkansas Valley region reflects the history of the southeastern Colorado plains. The Euro-American influences on the history of the area begin with the early exploration efforts that continued for well over a century. The explorations, especially those of the early 19<sup>th</sup> century, resulted in increased knowledge of the area. This eventually led to increased immigration and utilization of the local natural resources. As explorers, trappers, and traders used the Arkansas River, it became an established transportation route across the current project area. During the 1600s and 1700s, Colorado was part of the Spanish empire administered and controlled from New Spain (Mexico). While Spain claimed a large area of North America, the reality was that Spanish borders went only as far north as the army could protect and enforce. The Spanish claims in North America were part of a larger international rivalry as European countries attempted to exert their control over the Americas during the 1500s and 1600s. The predominant political ideology supported the empire and efforts to convert native peoples to Christianity. A large colonial empire increased the prestige and diplomatic power of the mother country; therefore, Spain was a major factor in the imperial expansion rivalries that took place during the 17<sup>th</sup> and 18<sup>th</sup> centuries. While the Arkansas River was important to Spain, they could do very little to explore or control the river and its valley (Abbott 1976:33-35; Ubbelohde et al. 1972:18-19).

By the early 19<sup>th</sup> century, a border issue had developed between Spain and the new power in North America, the United States. In 1819 the Adams-Onis treaty determined that a line going west along the Red River, north on the 100<sup>th</sup> meridian, west on the Arkansas River, north from its source to the 42<sup>nd</sup> parallel and west to the Pacific Ocean would be the official boundary between the two countries. As a result, the region, including the land that is included in the current project area, was divided between two countries. The area south of the Arkansas remained with Spain and the lands north became part of the United States. The treaty encouraged the first well documented exploration of the Arkansas River when Major Stephen

between the two countries. As a result, the region, including the land that is included in the current project area, was divided between two countries. The area south of the Arkansas remained with Spain and the lands north became part of the United States. The treaty encouraged the first well documented exploration of the Arkansas River when Major Stephen Long (U.S. Army) located the headwaters of the Platte River and returned east via the Arkansas and Red Rivers. Botanist Dr. Edwin James accompanied Long and became one of the key members of the party, cataloging the natural wonders of the plains and the Rockies in 1820. After dividing his party, Long continued south and eventually located the Canadian River. The rest of the party followed the Arkansas River east (Goetzmann 1966:51-52).

Along with the government explorers, fur trappers, traders, and mountain men also came to Colorado. These rugged individuals did much to find out the details of the region and its resources. Their knowledge led to the establishment of outposts, including several along the Arkansas River. The early outposts directly impacted the eventual settlement of the Lamar region. Between 1830 and 1856, traders built a number of posts to serve the immigrants heading west and to take advantage of buffalo hunting and the lucrative Taos and Santa Fe markets. Often the first permanent settlement was introduced with the establishment of these trading posts. Colorado posts included Gantt's Fort near the mouth of the Purgatory River built in 1832 (near modern La Junta). This post was in a strategic location for trading because it was in Mexican territory and provided an easy point of contact for the New Mexicans, the Native Americans, and the Americans. Bent's Fort, St. Vrain and & Company's picket post stockade on the north side of the Arkansas River nine miles below the mouth of Fountain Creek, became the most famous trading post. It confirmed the role of the Arkansas River as a major east-west route (Hafen 1965). One of the most famous early explorers in the region who stopped at the fort was John C. Fremont who frequented the Arkansas River on his trips to Rockies and Far West during the 1840s.

In 1846, the United States went to war with Mexico over American allegations that Mexico invaded Texas. As part of the American effort, New Mexico was captured by Steven Watts

Kearny's military expedition in 1846. Charles Bent was named governor and Kit Carson became Lt. Governor of the conquered lands. In 1848, the Mexican War ended with Mexico's surrender and the peace Treaty of Guadalupe-Hidalgo. The Treaty increased the size of the United States and provided that all lands west of Louisiana, including the land within the project area, became part of the United States. By 1850, the lands that became Colorado, previously under Spanish, then French, and then Mexican sovereignty, were finally under United States control (Goetzmann, 1966:256-75).

### **19<sup>TH</sup> CENTURY EURO-AMERICAN SETTLEMENT**

The next major influence on the region came with the Colorado Gold Rush of 1859. The rush led to the permanent settlement of Colorado after a decade of growing pains from a number of factors. The mining industry had many early problems; the Native Americans remained a threat on the Plains until the late 1860s, and adequate, speedy transportation remained a key issue. By the early 1870s, this situation changed with the development of the open range ranching industry and the western extension of railroads across the Great Plains after the Civil War ended in 1865.

During the years that followed the Civil War, the cattle industry on the Colorado plains experienced a tremendous boom. The growth of cities and the industrialization of America provided an expanding market for the stock raisers. The transcontinental railroads afforded an easier means of moving produce around the country and a national agricultural market developed. The most notable early local cattle raiser was John Wesley Prowers. He ranched along the Arkansas River and used the thousands of acres of public lands surrounding his ranch as pasture for his shorthorn Herefords. By 1881, he had about 40 miles of Arkansas River frontage and more than 400,000 acres with about 10,000 head of cattle. Books such as Baron von Richtofen's, *Cattle Raising on the Plains of North America* (1885), and James S. Brisbin's, *The Beef Bonanza or How to Get Rich off the Plains* (1881), promoted the industry. The authors touted how easy it was to raise cattle because the land was free, water supplies seemed adequate and cattle were inexpensive. The authors optimistically forecast that a rancher could buy a cow for \$10, graze on the public lands at no cost, and then sell it a couple of years later for \$40.

These authors and others promoted the value of using public lands. The public land system of the period did nothing to regulate the use of the lands except after formal claims were filed. This way of doing business flourished for approximately 20 years until over-grazing and severe winters brought a halt to the open range days. The industry did establish the roots of one segment of the region's economy (Atherton, 1972:170-92; Kesler 1986:5-6). By the late 1880s and 1890s as Lamar grew so did other types of agriculture. Farmers came to the Arkansas Valley and tried their hand at dry farming and also began to develop irrigation systems. Some of the irrigation projects were built by individuals and groups of individuals, such as colony settlements following the Greeley example, and water or irrigation and land companies built others. The farmers experienced cycles of prosperity and hard times, often reflected by the availability of water, but more and more their prosperity also reflected the ups and downs of national agriculture markets. The farmers came as individuals and as parts of colonies. Immigrants from Switzerland made one of the early attempts at a colony settlement in the Lamar area north of the Arkansas River during the late 1870s. Their effort failed, the residents looked for other opportunities and they left behind a partially completed irrigation canal that was later completed by Eberhard Hyde.

As the early cattlemen established themselves in the Arkansas Valley, transportation planners and builders also looked at the river as a rail route to the West. The early 19<sup>th</sup> century travel methods and routes in this part of Colorado were dominated by trail travel, most goods moving by wagon. One example of this can be found in the Santa Fe Trail. The trail had two routes; one to the southeast of the region and the northern one through the lands that are within the current project area. The route that crossed the project area came to be known as the Mountain Branch or route. The trail went as far west as approximately modern day Pueblo before turning south toward New Mexico along the base of the Rockies (Kesler 1986; Neuhaus 1928). The trail was heavily used, but by the Civil War many were dissatisfied and sought rail connections. The first railroad completed to a Colorado city was the Denver Pacific, opened in 1870, beginning a decade of rapid railroad growth in the soon to be state. Key to the Lamar region, during the 1860s to 1870s period, Midwestern entrepreneurs organized the Atchison Topeka & Santa Fe

(AT&SF or Santa Fe) to build west from Kansas to Colorado and beyond. The Santa Fe used the Atlantic & Pacific line before they absorbed that company. The company reached Granada, Colorado in 1873 and Lamar two years later (Bryant 1974; Kesler 1986). The Santa Fe built west across Kansas and into Colorado, roughly following the old Santa Fe Trail. During the 20<sup>th</sup> century, the railroad remained a key component of the local transportation picture, but the introduction of the automobile and the building of good roads and highways would eventually lead to decreasing importance for the Santa Fe line.

### **THE 20<sup>TH</sup> CENTURY**

At first, especially during the opening years of the 20<sup>th</sup> century, auto owners generally resided in the cities; however, by the end of the 1910s, cars and later trucks began to appear on farms and ranches. Autos offered speed, flexibility and a sense of modernity - all attractive to potential users. The increased demands of the urban auto culture and the rural residents changed the role of county road departments as they were expected to do more than occasionally fix bridges. By 1910, the curious and the brave were trying cross-country car trips. They experienced innumerable problems along the way. Difficulties ranged from a lack of clear directions and signs to impassable roads of dirt and mud. These problems led to the founding of organizations to support the construction and improvement of highways in the United States including the Lincoln Highway Association, the Midland Trail Highway Association, and many others. In 1912, automotive industry leaders and others vocally expressed their interest in developing coast-to-coast highways connecting the Atlantic and Pacific shores. Politicians, listening to public opinion, added their voices in support of the building of new highways and roads for the automobile (Hokanson 1988; The Lincoln Highway Association 1935).

These years witnessed rapid changes on the national transportation scene that were reflected in the Lamar region. One of the key factors, the passage of the first Federal Highway Act, occurred in 1916. This law provided for federal matching funds for states that supported road building if highway commissions and departments directed and managed the programs. The Colorado legislature responded quickly, and the revenue sharing proved to be invaluable for funding roads

(ACRE 2002:5-20 through 5-28; Athearn 1976:256-7). About the time of the Federal Highway Act, the key highways into Lamar and the region were well connected to the rest of the nation.

The early 20<sup>th</sup> century also witnessed key changes in other areas. One of the important developments in Colorado agriculture, including the Lamar region, was large-scale irrigated farming in the Arkansas Valley. The early ditches in the region, including the Hyde Canal and the Lamar Canal, were built during the 1880s as settlers moved in on the heels of the early ranchers and the founding of the town of Lamar (May, 1886); however, during the early 20<sup>th</sup> century, the numbers of farms and farmers rapidly increased. This was due to both expanded water supplies and systems and the development of new crops, especially sugar beets, both labor intensive and cash-generating crops. The beet farming led to the construction of a sugar factory in Lamar in 1904. The new sugar plant was only one of the spin-offs for the town from the increased farming active in the region. The town thrived and prospered, based on the successes of the farmers around the community. The beets were processed for sugar, as well as pulped for use as a livestock food supplement (Kesler 1986: 7, 22-28).

To cope with the limited water resources available away from the major ditches, Colorado farmers started to experiment with new crops, especially new types of wheat, to use in dryland (non-irrigated) areas. Many of these new pioneers combined cattle and sheep raising with farming. They were aided by the 1909 passage of the Enlarged Homestead Act (320 acres) and the 1916 Stock Raising Homestead Act (640 acres). The new act provided for 320 acre homesteads in arid regions. In 1916, Congress passed the Act allowing up to 640 acres in arid climates for stock raisers. The new farmers began to re-attack the issue of farming the lands in the arid climate. Leadership in dryland farming came from Professor Hardy W. Campbell of the University of Nebraska. Campbell's theories, embraced by many farmers, centered on increasing the water retaining of soils through cyclic use and fallow periods. Adequate moisture would accumulate for successful crop planting during the fallow years. Other experts and institutions experimented with new drought resistant crops; among those was the State Agricultural College (now Colorado State University). Additionally, state schools and private companies introduced

many new and different machines to help farmers. All this led to rapid growth in agricultural output in the Lamar region during the first two decades of the twentieth century (Steinel 1926:283-310). The changes, especially in labor saving machinery, meant that fewer people could cultivate more land effectively. World War I led to an increase in the acreage being dryland farmed to meet the demand.

After the war ended the farmers of Colorado found their livelihood threatened by a lack of demand. Soon there were more crops than buyers. In southeastern Colorado, many farmers switched to ranching as cattle prices remained high. Another major event that drastically impacted parts of the proposed route of the 287 Bypass during the 1920s was the Arkansas River flood of June 3, 1921. This flood devastated Pueblo and many other towns and cities along the river and led to a concerted effort to control the flow of the river for both flood protection and to better conserve and use the water resource. Use of flood control measures continued on for decades; as late as 1965 Lamar suffered from devastating floods. To further the problems faced by farmers and others in the 1920s, crop prices rose only slightly during the late 1920s. Hopes for prosperity were dashed on October 23, 1929 with the New York Stock Market crash and the ensuing Great Depression began (Atheam 1976:272-273).

The early 1930s also witnessed decreasing rainfall. The Great American Desert became just that. The ability to grow crops on the dryland acres was almost completely wiped out. Wind storms and erosion peaked with the "Dust Bowl" in the early 1930s. With changing price structures and weather problems, farmers were unable to continue to survive on these marginal lands. The U.S. government geographically defined the "Dust Bowl" to include southeastern Colorado. One piece of evidence of the changing problem was the increase in farm tenancy in Colorado; it increased from 23% to 39% in the years 1920-1935 (Atheam 1976: 233-5; Worster 1979:10-25).

World War II and the end of the Great Depression caused many of Colorado's farmers to return to their land and their trade. The stable economy and the return to wetter weather lead to a rise in agriculture, especially crop raising in the area. Cattle and sheep raising returned as well in a



more prosperous environment despite controlled prices. The World War II years were ones of general prosperity but after the war the familiar cycle of declining crop prices began to occur in the area. Recession became part of the immediate post-World War II picture for farmers and ranchers in the region and much of Colorado. The number of operators declined and those who remained had larger operations as land holdings were consolidated. This also impacted the “town” as the formerly agriculturally based economy found it had to diversify and find new employment sources to maintain itself. Thus, by the 1960s and the 1970s, the local leaders were actively seeking new manufacturing and other businesses (Kesler 1986).

### **TOWN BUILDING- THE DEVELOPMENT OF LAMAR**

Lamar’s roots can be traced to the construction of the Pueblo and Arkansas Valley Railroad during the summer of 1875. The company built a standard gauge line from Granada, then the end of track of the Atchison, Topeka, and Santa Fe (AT&SF), west to West Las Animas, slightly less than 55 miles. A few weeks after the line opened on September 15, 1875 it was consolidated into the AT&SF (Bryant 1974:43-5). The presence of the railroad did not lead to the immediate founding of Lamar, but the line proved instrumental in future developments, culminating in the town’s establishment. Cattle raising dominated this portion of the Arkansas Valley during the 1860s, 1870s, and well into the 1880s and the railroad offered easier, more reliable shipping to markets in Chicago and the East that further encouraged stock growers.

One of those pioneer cattlemen, A.R. Black, held most of the range near present-day Lamar, and the railroad built a station near his ranch headquarters, naming it Blackwell. Prior to Lamar’s founding, Granada served as the hub of regional trade. Settlers, such as Marsena McMillan, began to arrive in the area during the late 1870s to take up homesteads and try their hand at farming. The growth of the cattle herds and the number of farmers along the Arkansas in eastern Bent County (future Prowers County) led land promoters from Garden City, Kansas to approach Black about selling some of his ranch for a townsite in 1886. The land speculators did this with the blessing of the AT&SF. Black refused their offers and during the spring of that year I. R. Holmes of Garden City, head of the promotional group, looked for other available lands for the

new town (Merrill 1929:121; Kesler 1986:7). They found a tract of land three miles west of the Blackwell station, and with collusion from the AT&SF, the promoters convinced Black he was needed on urgent business in Pueblo or he went to Denver for an injunction, depending on the account. During his absence the railroad sent out a train and work crew and over the weekend they moved the depot west to the new site, discarded the Blackwell sign, and dubbed the new station Lamar in honor of the Secretary of the Interior, Lucius Q. Lamar. Thus, on May 24, 1886, Lamar came into being (Kesler 1986:7; Merrill 1929: 121-22; A, Anonymous, 2009, "History of Lamar," City of Lamar web site, <http://www.ci.lamar.co.us/>, accessed 2/12/09).

Following the well-established tradition of other 19<sup>th</sup> century promoters, Holmes had a special train waiting in Garden City ready to take potential town settlers to Lamar on May 24, 1886. On the first day of sales buyers snapped up \$45,000.00 in lots and the community was off to a booming start. Within the first few weeks the new town boasted hotels, a general store and lumber yard, saloons, restaurants, and real estate office. In June the *Bent County Register*, Lamar's first newspaper, published its initial edition. By July, first estimates placed the town's population at 500. Holmes and his associates felt that government offices were critical elements for the success of a town promotion venture, so they approached the Department of the Interior (DOI) to establish a land office in Lamar. The petition found a positive reception in Washington and on July 28, 1886 the General Land Office (GLO) had a presence in the town. By the end of November, the community's residents voted to establish a town government that began operation on January 3, 1887. A school also opened during the fall of 1886. The U.S. Post Office recognized Lamar in 1887 when the first post office opened (Kesler 1986:7-9, 70; Merrill, 1929:122-24; Betz 1986:199; Millican 1999:4).

This initial boom launched the town and the promoters continued their hard work to boost the town and assure its permanence. One of these efforts reached fruition during 1889 when the Colorado Legislature established Prowers County from lands formerly in eastern Bent Count; at the same time, the state recognized Lamar as the county seat. The new role was tacit recognition of the importance of land boom around the town that continued into the early 1890s as part of a

general Western real estate mania of the period. This rapid influx of settlers continued until a drought began during the early 1890s, hurting many of the farmers who did not have access to irrigation water. Plagues of jack rabbits further exacerbated the farmers' problems and town fathers sponsored hunts to rid the plains of the animals. Within the town limits disastrous fires struck wiping out blocks of downtown (Kesler 1986:13, 17-19; Merrill 1929:126).

Lamar welcomed the 20<sup>th</sup> century with a sense of optimism tempered by caution. J.K. Mullen's Colorado Milling and Elevator Company flour mill, built during 1892, continued to be a key industry in town. The irrigation projects built during the 1880s and 1890s, including the Lamar Ditch and the Fort Bent Canal, and others expanded to serve more farmers. This led Prowers County to be a leader in irrigated farming early in the new century (Merrill 1929:126). The farmers and city fathers shared a common quest to find new areas of endeavor including looking at the possibilities of sugar beets as a new cash crop, a mania that swept the Colorado plains. This encouraged the Oxnards from California and the American Sugar Company to build a beet sugar factory in Lamar during 1904-1905. The plant remained in business for only a few years, but other agricultural processing facilities joined J.K. Mullen's Lamar flour mill. An alfalfa processing plant opened as did a milk condensory that eventually came under Pet Milk's control. Sheep raising and wool production also grew in popularity and Lamar, as the regional trade center, became a shipping point for the lamb products (Betz 1986: 233, 250-52; Kesler 1986:25-30, Merrill 1929:126).

The first decade of the century also witnessed the arrival of electric and gas services in town and municipal ownership of the utilities within a few years. Another change, that subsequently became a key factor for the town, was the arrival of the auto. Soon the town had a chapter of the Good Roads Association that sponsored "Good Roads days" and car dealers (Betz 1986:261-64; Kesler 1986:67). Early on in the auto age, Lamar enjoyed positions on named highways including the New Santa Fe Trail, the National Old Trails Road from Baltimore to Los Angeles, and the Albert Pike Highway that ran southeast, ending in Hot Springs, Arkansas. New highways replaced these roads beginning with U.S. 50, an original 1920s numbered U.S.

highway (1926), followed by U.S. 287 (ca. 1940) and finally U.S. 385. The highways encouraged both commercial growth and changes to the built environment in the downtown area with the introduction of facilities such as gas stations and garages.

A few years later, the outbreak of World War I led to rapidly increasing demand for local agricultural products and a boom for Lamar that lasted until about 1920. As the war came to an end in 1918, the influenza epidemic that swept the United States reached Lamar, by then a city under Colorado law, and led to the town essentially closing down until the sickness had passed. The flu outbreak marked the beginning of hard times for Lamar and Prowers County. In 1921, the flood that destroyed much of Pueblo and other Arkansas Valley towns roared through Lamar and inundated much of the town. In 1965, another flood hit Lamar, but its impacts were lessened by flood controls such as the John Martin Reservoir that contained much of the Arkansas River's fury. Even so, the 1965 flood led to more than \$13 million in damage and property losses in Lamar (Kesler 1938: 110-12; Betz 1986:267-68). At the same time the bottom fell out of the agricultural market. The entire community and county went into an economic slump that lasted for nearly two decades and went from bad to worse (Betz 1986:380).

By the 1930s, the agricultural depression worsened with the beginning of a drought. The dry years soon led to the infamous storms of the Dust Bowl, including the storm of Black Sunday on April 14, 1935. That particular storm swept clouds of dust across the plains from the Colorado Front Range east to the Mississippi Valley and blew tons of dust into Lamar. The Depression impacted Lamar in many ways, and when President Roosevelt announced the New Deal with its "alphabet soup" agencies, the city and Prowers County enjoyed injections of money, public works projects, and Federal programs, such as the Soil Conservation Service. All these helped stabilize and then slowly stimulate the recovery of the economy. World War II led to the final recovery for the local economy. After the war ended in 1945, the city continued to serve as the regional political, commercial, agricultural, and social hub for Prowers County and much of southeastern Colorado. However the city, along with the Lamar Commercial Club, worked hard to attract various industry to the area and were somewhat successful in meeting this goal. In

addition, following the war, a number of new businesses were started and many were sold. This growth and change led to numerous alterations to the town's built environment, including many remodeling or replacement/new construction episodes in the downtown area (Kesler 1986; Betz 1986:267-70 and 380-81). In addition to the post-war changes that impacted the Lamar streetscape, the town was impacted by flooding many times in the past, including a major flood in 1965 which "took its toll in almost every business establishment on Main Street, most of them having several inches of water inside." (Kesler 1986; 123.) Many structures were undoubtedly modified at this time to repair flood damage and several store owners quit their businesses following the disaster, resulting in the introduction of new business and likely the modification of structures to accommodate the changes in their function and owners.

## RESULTS

Eight resources were recorded for this survey. They include two segments of the Atchison, Topeka and Santa Fe Railroad (5PW152.5 and 5PW152.6), two segments of the Lamar Canal (5PW191.1 and 5PW191.2), one segment of the Fort Bent Canal (5PW192.1), one segment of the Vista del Rio Ditch (5PW193.1), one segment of the Hyde Canal (5PW194.1), and one segment of U.S. Highway 385/50 (5PW171.5) (Table 3). Two previously recorded resources, a corral and abandoned farm machinery site (5PW189) and an isolated scatter of brick and concrete fragments (5PW188) were determined officially not eligible to the NRHP in 2003 and therefore were not re-evaluated for this project. Particular effort in the field was made to identify any segments of the Santa Fe Trail in the project area, however evidence of the trail was not found. In addition, a reconnaissance survey of the downtown Lamar commercial area along the existing route of U.S. Highway 287 through downtown Lamar.

**Table 3. Summary of Intensive Survey Results**

Site Number	Resource Name	Eligibility
5PW152.5	Atchison, Topeka and Santa Fe Railroad Segment	Does not support eligibility
5PW152.6	Atchison, Topeka and Santa Fe Railroad Segment	Supports eligibility
5PW171.5	U.S. Highway 385/50 Segment	Does not support eligibility
5PW191.1	Lamar Canal Segment	Does not support eligibility
5PW191.2	Lamar Canal Segment	Does not support eligibility
5PW192.1	Fort Bent Canal Segment	Supports eligibility
5PW193.1	Vista del Rio Ditch Segment	Does not support eligibility
5PW194.1	Hyde Canal Segment	Supports eligibility

### **5PW152.5 - Atchison, Topeka and Santa Fe Railroad Segment**

This site is an abandoned spur segment of the Atchison, Topeka and Santa Fe Railroad (AT&SF) located on the northern flood plain of the Arkansas River. At this location the recorded segment measures approximately 67 meters north-south and 11 meters east-west. The tracks and ties of the line have been removed and the rail bed is currently used as a two-track for accessing agricultural fields to the east. Constructed in 1875 by the Colorado and New Mexico Railroad Company the line was completed between Granada and a point opposite Bent's New Fort that year. Between the 1920s and 1940s, the AT&SF ran between six and eight passenger trains daily through Lamar; the number of freight trains that ran on the tracks was about the same number (Kesler 1986:65).

Although the entire Atchison Topeka and Santa Fe Railroad through Prowers County (5PW152) has not been determined officially eligible to the NRHP, several segments have. For the purposes of Section 106, the entire resource will be treated as eligible to the NRHP. The segment surveyed no longer has its ties, rails, or fittings; the tracks and ties have been removed and agricultural fields are encroaching on the former right-of-way and roadbed. As a result, the segment surveyed does not retain the integrity to support the eligibility of the entire linear resource.

### **5PW152.6 - Atchison, Topeka and Santa Fe Railroad Segment**

This site is the active, mainline of the Burlington Northern - Santa Fe Railroad (formerly Atchison, Topeka and Santa Fe Railroad, AT&SF) located on the southern flood plain of the Arkansas River east of downtown Lamar. At this location, the recorded segment measures approximately 50 meters north-south by 250 meters east-west. The mainline as well the associated passing siding and spurs remain active and currently serve as a key part of southeastern Colorado's transportation system. Constructed in 1875 by the Colorado and New Mexico Railroad Company, the line was completed between Granada and a point near Bent's New Fort that year. Between the 1920s and 1940s the AT&SF ran between six and eight passenger trains daily through Lamar; freight trains were about the same in number (Kesler 1986:65).

The AT&SF Railroad is considered significant under Criterion *a* as one of the key transportation systems in the Lamar region. The railroad made significant and undeniable contributions to the history of southeastern Colorado and the West from its construction during the late 19<sup>th</sup> century through the entire historic period. Because it retains its tracks and ties and is still in use, this segment retains the integrity necessary for it to support the eligibility of the entire linear resource.

#### **5PW171.5 - U.S. Highway 385/50 Segment**

This resource is a segment of U.S. Highway 385/50, an active highway in southeastern Colorado. It is located on the southern floodplain of the Arkansas River and parallels the south side of the mainline of the Burlington Northern - Santa Fe Railroad. At this location the recorded segment measures approximately 25 meters north-south by 250 meters east-west. The highway includes an intersection with an unnamed county road that has turn lanes and other improvements making it a multi-lane, undivided highway. The highway continues east, north and west out of Prowers County. West of Lamar the highway becomes two routes, U.S. Highway 385 and U.S. Highway 50. The highway generally carries heavy traffic and remains a key part of the transportation system of southeastern Colorado. The highway was built incrementally from the 1920s through the mid-1990s. The segment recorded that crosses the proposed Bypass route includes an intersection with the county road built in 1989-1990; the highway was widened and improved at the intersection in 1994.

The overall highway was recommended field not eligible by CDOT in 2002. The segment was built during 1989-1990 and was widened and improved in 1994. It lacks any exceptional significance and its recent modifications do not support any potential eligibility of the entire US Highway 385/50 resource.

#### **5PW191.1 - Lamar Canal Segment**

This portion of the Lamar Canal is one of two segments of the Lamar Canal crossed by the proposed Bypass route. The canal is crossed by the footprint of the proposed route in two



locations separated by 500 meters. The Lamar Canal is located on the southern flood plain of the Arkansas River and was constructed in 1875 by A.R. Black to carry water from Lamar to the McMillan Ranch. At this location the canal prism (Feature 1) ranges between 20-25 meters in width at the top of the banks and narrows to about five meters wide at the prism base. The canal measures approximately six meters in depth. Water was flowing in the canal segment at the time of recording. An improved ditch rider's road (Feature 2) parallels the canal segment on the north side, and is set about 10-12 meters north of the north bank of the segment. Two piles containing several tons of concrete chunk debris (Features 3 and 4) have been left along the north bank edge at this location. These concrete chunks will be used as bank stabilizers along the canal segment walls; some are already present in the canal segments. Although the water was fairly low at the time of recording (less than 50 cm deep) it is clear that large amounts of water have rushed through this area; brush and grasses are caught in the bridge supports, located at least five meters above the current water level.

For the purposes of Section 106 review, the entire canal will be treated as eligible to the NRHP. The segment of the Lamar Canal located within the proposed route does not retain the integrity necessary to support the potential eligibility of the entire linear resource. Modern improvements, including the construction of a county road and bridge (erected in 1993), have compromised the integrity of the segment as well as efforts to stabilize the canal banks.

#### **5PW191.2 - Lamar Canal Segment**

At this location the recorded segment measures 37 meters by 85 meters and the canal prism (Feature 1) measures about 17 meters in width at the top of the banks and narrows to about 5 meters wide at the prism base. The canal measures approximately 5 meters in depth. Water was flowing in the canal at the time of recording. An improved ditch rider's road (Feature 2) parallels the canal on the east side. Feature 2 is set about 2 meters east of the canal's east bank. The site shows signs of modifications including rebuilding after the 1965 Lamar flood. Chunks of concrete have been laid along the banks for stabilization and recent work has impacted the canal. Portions of the canal gates and concrete retaining wall were rebuilt in 1995 based on information

from the ditch rider and an inscription, "3-10-1995, Herb Morlan," scratched in concrete before it dried. The signpost on the site has been vandalized since 2003 based on comparative field descriptions. Agricultural fields are located immediately east and west of the canal segment, and the unimproved dirt road that is presumed to be the ditch rider's road (Feature 2) is heavily utilized by farming traffic. A recent concrete-lined irrigation ditch lies east of this site. A modern utility station is located just northeast of the site boundary.

Although the entire length of the canal was not surveyed, it will be treated as eligible for the purposes of Section 106 review. The segment of the Lamar Canal located within the proposed route does not retain the integrity necessary to support the potential eligibility of the entire linear resource. Modern improvements, including the construction of new gates and other appliances have compromised the segment's integrity as have efforts to stabilize the canal banks. The resource does not retain the feel of an historic canal at this location.

#### **5PW192.1 - Fort Bent Canal Segment**

This site is a segment of the Fort Bent Canal. The Fort Bent Canal was first known as the Colorado and Kansas Ditch. Part of Colorado Water District Number 67, the largest in the state, the Fort Bent canal was built in the 1880s by the Koen brothers. This canal ran from the mouth of Muddy Creek to a point eight miles southeast of Coolidge, Kansas (Kesler 1986:57). At this location the canal is approximately two meters deep and seven meters wide. The segment is bisected at this location by a county road, which was constructed sometime after 1979 (county road does not appear on Lamar East 7.5' quadrangle 1953, Photo revised in 1979). It is believed that this road was constructed sometime around 1993, judging from the dates recorded on two bridges that carry this road over the Lamar Canal approximately 2 mile north of this location. Traces of an old two-track road (Feature 2) are present, paralleling the canal to the south. A more recent two-track road parallels the canal to the north; this road leads to a feed lot to the west and to a private residence to the east.

Although the entire length of the Fort Bent Canal wasn't surveyed as part of this project, it has

significant associations with the early agricultural development and water resource utilization in the Lamar area. It also appears to have adequate integrity and, thus, is treated as eligible for inclusion in the NRHP for the purposes of Section 106. The recorded segment possesses sufficient integrity to support the possible eligibility of the entire resource.

#### **5PW193.1 - Vista del Rio Ditch Segment**

This site is a segment of the Vista del Rio Ditch located on the northern flood plain of the Arkansas River. At this location, the recorded segment measures approximately 100 meters east-west by 27 meters north-south, and is located to the south of, and roughly paralleling, SH 196. The ditch was not holding water when recorded, and is located in a field utilized for cattle grazing. The ditch is a field drainage ditch and is not utilized for irrigation. The ditch prism has a flat bottom and measures approximately ten meters wide and approximately 50 centimeters in depth. Low levee berms (Features 2 and 3) run east-west along both edges of the canal. Feature 2 is located to the north of the ditch and rises approximately two meters from the ditch prism. This feature is constructed from earth excavated from the ditch and is discontinuous (see site map), apparently from natural erosion exacerbated by cattle trampling. Feature 3, a levee or dredging berm, is located to the south of the ditch and rises approximately one meter from the ditch prism; this feature shows a greater degree of erosion and has a less constructed form than Feature 2. This feature is also a levee or dredging berm and may not have been as high as Feature 2.

The entire ditch was not surveyed as a part of this project but will be treated as eligible for the purposes of Section 106. The segment is estimated to be approximately 60 years. This segment of the canal has not been modified by modern construction; however, the ditch has been rerouted in this area and this segment has been abandoned and is not maintained. Portions of the levee have been breached by natural erosion and cattle grazing and lack integrity of design. Because of the lack of integrity, the segment is considered non-supporting of the potential eligibility of the entire resource.

### **5PW194.1 - Hyde Canal Segment**

This site is a segment of the Hyde Canal located on the northern flood plain of the Arkansas River. The Hyde Canal is reported to have been constructed originally by a colony of people from Switzerland who abandoned the project prior to its completion; the canal was completed by a German named Eberhard Hyde. A decree granted to Hyde in 1887 was for the irrigation of 1,000 acres (Kesler 1986:57-58). At this location, the recorded segment measures approximately 89 meters east-west by 31 meters north-south. The canal was holding water when recorded and is located in a field utilized for cattle grazing; cattle were observed walking and lying in the canal. The canal prism has a flat bottom and measures approximately six meters wide and approximately 70 centimeters in depth. Low levee berms (Features 2 and 3) run east-west along both edges of the canal. Feature 2 is located to the north of the canal and rises approximately two meters from the canal prism. Feature 3 is located to the south of the canal and rises approximately three meters from the canal prism. Features 2 and 3 are constructed from earth excavated from the canal.

Although the entire length of the canal was not surveyed, it appears to have significance for its associations with early agricultural development and water resource utilization in the Lamar area. In addition, it is significant for its association with a particular ethnic group responsible for its inception. Because of these reasons, the entire canal will be treated as eligible to the NRHP. The segment retains the integrity necessary to support the eligibility of the entire linear resource.

### **SANTA FE TRAIL RECONNAISSANCE**

In 2008, the survey team visited the Big Timbers Museum in Lamar in order to review information provided by Museum contact Mr. Pat Palmer, a local trail expert that took members of the survey team on a tour of trail locations in the general Lamar area. The review with Mr. Palmer was used for comparative purposes and led to the conclusion that the Santa Fe Trail mapped on the U.S. Geological Survey (U.S.G.S.) topographic map was not clearly discernable on the landscape (see Figures 13 and 14). A possible route of the Santa Fe Trail as depicted by the National Park Service on aerial photos was also examined. This was approximately the same

location as that found on the U.S.G.S. topographic Lamar East quadrangle. A GPS unit was used to reach the location in the field and the lands surrounding were thoroughly examined for any evidence of trail ruts or other trail manifestations; none were found. Undulating lands were observed in that area, and the field crew noted that the lands have been heavily grazed as well as subject to flooding by the Arkansas River. Because of the heavy grazing activities, and the past flooding of the Arkansas River, it is unlikely that any evidence of the trail remains in the project area.

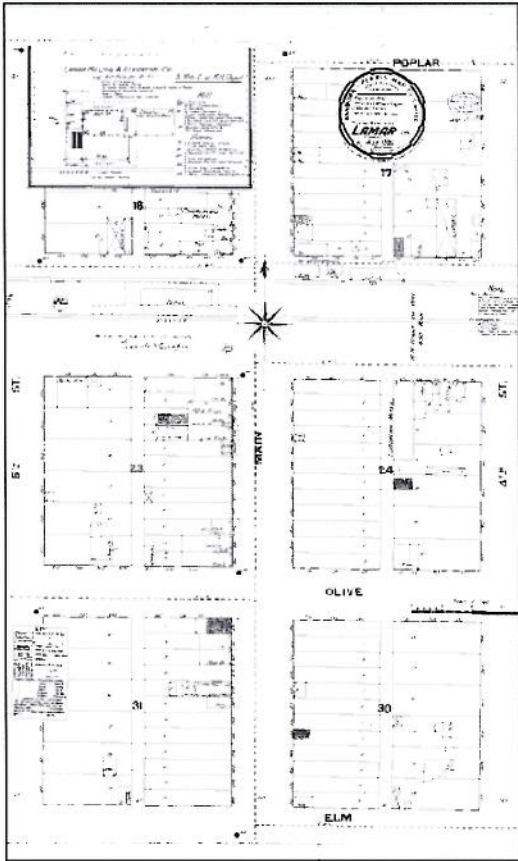


**Figure 1. View of the USGS mapped location of the Santa Fe Trail in the Proposed US 287 Bypass Route.** Looking east across the proposed route and the lower view looks west across the route. No clear ruts or other evidences of a trail were observed. Rather, the undulating nature of the floodplain is seen in the photos.

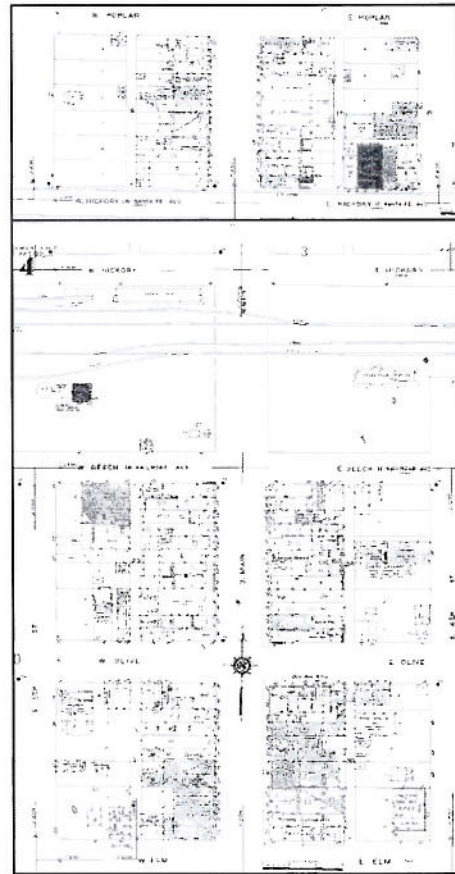
#### **DOWNTOWN LAMAR COMMERCIAL AREA RECONNAISSANCE (5PW298)**

The Reconnaissance survey effort of the downtown Lamar commercial area began with the consultation of historic maps, including Sanborn Fire Insurance Maps of Lamar. The maps revealed a town focused on Main Street (U.S. Highway 287); in support of this, Main Street is wider than all the others in town. The commercial activities depicted on the maps indicated a town in transition from being oriented to the east-west railroad to the north-south federal highway. Moreover, for example, auto dealers, filling stations and auto repair shops dominated Main Street; from Maple to Grant and from Poplar to Maple, there were two filling stations, a tire shop, and a farm implement store. South of those blocks and extending to the courthouse were the buildings that had survived from earlier years representing the town's traditional historical commercial core. The buildings generally had zero clearance and formed solid commercial blocks. The maps reflected a town whose commercial core spanned from

Washington Street to the north to Oak Street to the south. These streets formed the boundaries along Main Street/ US 287 for the Lamar downtown commercial reconnaissance survey.



**Figure 2. Sanborn Fire Insurance Map  
August 1893**



**Figure 3: Sanborn Fire Insurance Map  
July 1931**

The reconnaissance level survey resulted in the identification of 77 properties (one a vacant lot) along Main Street within the boundaries of Washington Street and Oak Street. Research at the assessor's office provided information on the year built for each property and on a few occasions, the year when alterations were made. The assessor's information helped with the field analysis, at which point photographs of each property were taken and notes regarding building style and modifications were observed. Please see the Lamar Commercial Reconnaissance table in Appendix B and the Lamar Commercial Reconnaissance Images in Appendix C for details of the findings. Overall, buildings appeared to have very little historic integrity and it was often

nearly impossible to tell that an historic structure was located beneath years of unsympathetic modifications and alterations. Because of the extent of modifications completed at different times, the structures lacked continuity.





Figure 4. Lamar Reconnaissance Survey Parcel Map

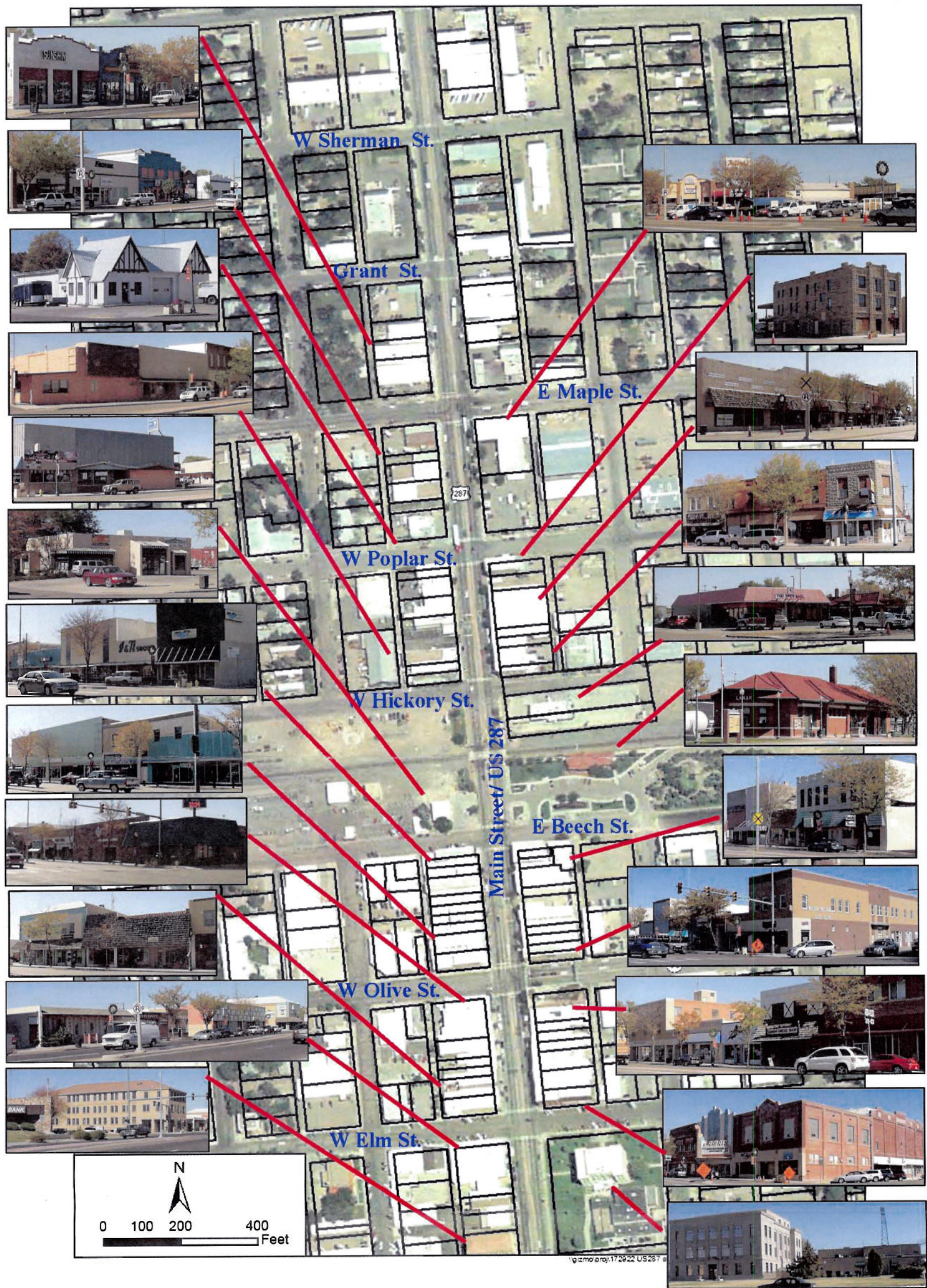


Figure 5. Lamar Reconnaissance Survey Streetscape Views

Most of the buildings (34%) in the Lamar downtown commercial area were constructed in the 1910s, during Lamar's agricultural boom spurred by World War I. Although the highest percent of the building stock dates from this period, very little of the architectural elements and details from the original construction period remain. As the community experienced another economically favorable period during the 1960s and 1970s, at which time many of the buildings received modern alterations which covered nearly all evidence of the historic structures underneath and greatly impacted the integrity of the building stock. The local history is full of businesses which changed ownership and often names throughout time. For example, 110-112 S. Main Street (Bettiann's Gifts, Interiors and Travel) was formerly called Langdon's Candy and Gift Shop. When the business was sold in 1949, the name changed to Goldie's Gift Shop. The business sold again in 1964, at which time its name was changed to Bettiann's Gifts and Interiors. Through field analysis, it appears likely that the exterior modifications occurred around this time. The business was sold again several times, including 1980 at which time it obtained its current name.

A few structures appear to have been refaced with colored enameled material resembling Vitrolux, Vitrolite, Extrudalite and Aklo. These materials were commonly used in the 1930s and 1940s to "modernize" old storefronts (Libbey Ownes-Ford). In the mid 1930s, the Federal Housing Administration undertook an effort to modernize buildings as a way to stimulate the local economy (Esperdy 7). Although this effort existed on a national level during the depression, there is no evidence that the Lamar stores were modernized during this period. The buildings which appear to have been treated with a colored enamel façade (particularly 108-112 S. Main Street, 116 S. Main Street, and 222-224 S. Main Street) possess modifications more indicative of a 1950s-1960s alteration date based on field observation. These modifications were completed in a piece-meal fashion and subsequent alterations, including the addition of shingled awnings, likely completed in the 1970s-1980s have altered the earlier modernization efforts.

The following historic photographs and postcards compared with modern images clearly depict the type of alterations that occurred within the Lamar downtown commercial area over time,

many of which were undoubtedly the result of changing economics and business ownership.



Image From: *Lamar Colorado: Its First 100 Years 1886-1986*, page 104  
Image Date: 1898 (from the 1898 *Lamar Sparks*)



Image Date: March 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-1. 112-114 S. Main Street**



Image From: *Lamar Colorado: Its First 100 Years 1886-1986*, page 105  
Image Date: 1898 (from the 1898 *Lamar Sparks*)



Image Date: March 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-2. Looking northeast at 125 S. Main Street**

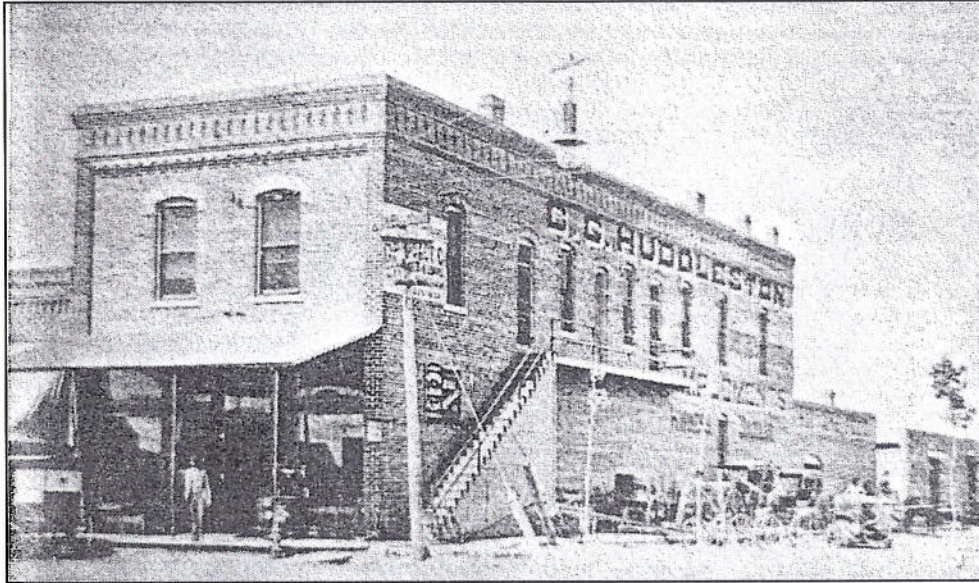


Image From: *Lamar Colorado: Its First 100 Years 1886-1986*, page 103  
Image Date: 1898 (from the 1898 *Lamar Sparks*)



Image Date: March 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-3. Looking southwest at 100 S. Main Street**

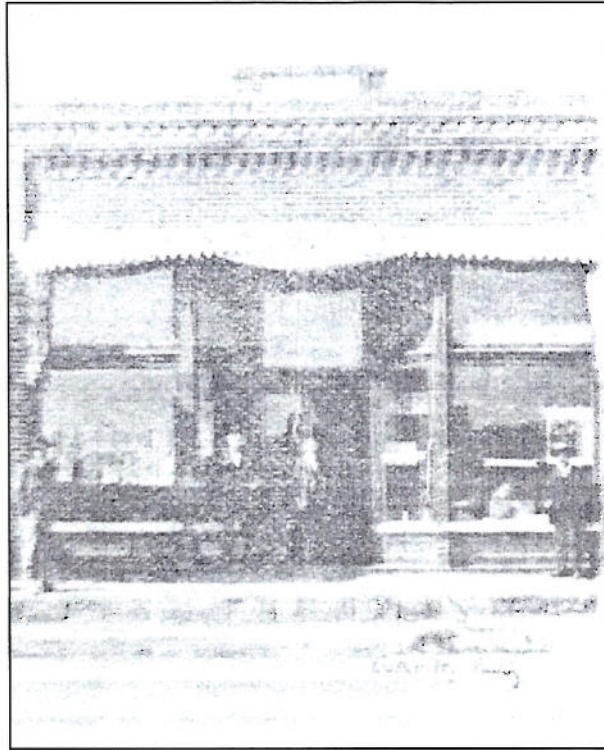


Image From: *Lamar Colorado: Its First 100 Years 1886-1986*, page 102  
Image Date: 1898 (from the 1898 *Lamar Sparks*)



Image Date: March 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-4. 102 S. Main Street**



Image From: *Lamar Colorado: Its First 100 Years 1886-1986*, page 21  
Image Date: Unknown, post 1902 when structure was built



Image Date: March 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-5. Looking southeast at Davies Hotel, 122 N. Main Street**





Image From: [http://www.vintagepapermemories.com/postcard\\_colorado.htm](http://www.vintagepapermemories.com/postcard_colorado.htm)

Postcard # 700008

Photograph By: O'Neil

Image Date: 1908



Image Date: March 4, 2009

Image By: Jennifer Wahlers, CDOT

**Figure 6-6. Looking southeast at corner of Beech and Main**



Image From: [www.ebay.com](http://www.ebay.com)

Listed as: "K.P. Hall, Lamar Colorado"

By seller "vintagepapermemories.com"

Image information notes: "Publisher: S.L. & Co, No. A 15125"

Image Date: unknown



Image Date: March 4, 2009

Image By: Jennifer Wahlers, CDOT

**Figure 6-7. Looking northwest from corner of Main and Elm**



Image Courtesy of Denver Public Library, Western History Collection,  
Call Number: CHS.X7655  
Image Date: Between 1920 and 1930



Image Date: March 4, 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-8. Looking North up Main Street from Elm**



Image From: [www.ebay.com](http://www.ebay.com)  
Listed as: "PC First National Bank in Lamar, Colorado."  
By seller "thepapergallery2"



Image Date: March 4, 2009  
Image By: Jennifer Wahlers, CDOT  
**Figure 6-9. Looking NW at corner of Olive and Main Street**



Image courtesy of Denver Public Library; Western History Collection  
Call Number X-11970  
Image Date: Estimated (1930-1950)  
Old First National Bank Building



Image Date: March 4, 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-10. Northwest Corner of Olive and Main Street**



Image From: [www.ebay.com](http://www.ebay.com)  
Listed as: "T603 The Maxwell House, Lamar, Colorado."  
By seller "tbiz"  
Image Date: Post 1937 (year building was constructed)



Image Date: March 4, 2009  
Image By: Jennifer Wahlers, CDOT  
**Figure 6-11. Looking east at corner of Olive and Main Street**



Image courtesy of "Lamar Theatre Beautiful", <http://www.lamartheatrebeautiful.com/>  
Image Date: Post 1946.



Image Date: March 4, 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-12. Looking North up Main Street from Elm**



Image From: [www.ebay.com](http://www.ebay.com)  
Listed as: "Old Postcard Cars at El Donna Motel, Lamar Colorado".  
By seller "prattan"



Image Date: March 4, 2009  
Image By: Jennifer Wahlers, CDOT  
**Figure 6-13. Looking east at 404 N. Main Street**





Image From: *Lamar Colorado: Its First 100 Years 1886-1986*, page 113  
Image Date: 1965- following the June 18, 1965 flood



Image Date: March 2009  
Image By: Jennifer Wahlers, CDOT

**Figure 6-14. 212 S. Main Street- The "Lassie"**



Image courtesy of Denver Public Library; Western History Collection

Call Number: X-11963

Image Date: 1983



Image Date: October, 2008

Image By: Jennifer Wahlers, CDOT

**Figure 6-15. West side of Main Street, South of Poplar**

Field reconnaissance efforts coupled with historic research has shown that there is little integrity left within the Lamar downtown commercial area. The majority of structures built in Lamar were constructed between 1900 and 1929 (63%). Of those structures, approximately 90% have been moderately to heavily modified. Although there may be significance in the history of Lamar's downtown commercial area for the role it played as a commercial center for the surrounding agricultural area, it lacks nearly all aspects of integrity which would warrant eligibility to the National Register of Historic Places (NRHP).

Although there are a few structures that were altered in the past through the introduction of colored enamel, they lack cohesion in these modernization efforts and subsequent alterations, including the construction of shingled awnings have altered the appearance of these modernization efforts. The presence of colored enamel on a few buildings in Lamar does not indicate a significant building trend in the area and those which possess the colored enamel lack integrity from the period of these modernization efforts.

Most structures within the Lamar commercial area lack integrity of design, materials and workmanship, as additions and modifications to facades have resulted in unsympathetic alterations. These alterations have also impacted the downtown commercial area's integrity of feeling. It is difficult to tell that the downtown area largely consists of early 1900s structures because of the modifications to the facades completed at various times. Although the integrity of location, setting and to a small extent association remain, the lack of the other aspects of integrity including design, materials, workmanship and feeling precludes the Lamar downtown commercial area from eligibility to the NRHP.

## RECOMMENDATIONS AND CONCLUSIONS

An intensive Class III historical inventory of approximately 1,067 acres of land within the proposed U.S. 287 Lamar Bypass was conducted by WCRM for CH2M HILL of Colorado Springs and Region 2 of the Colorado Department of Transportation. In addition, a reconnaissance survey of the Lamar downtown commercial area along the existing route of U.S. Highway 287 was completed. The proposed route is located on county, state, and private lands extending for approximately nine miles from the southern end, near County Road C-C, north across the Arkansas River and connecting to SH 196 on the north side of Lamar. All lands within the proposed route will be directly affected by the construction of the proposed U.S. 287 Bypass.

Newly recorded resources included eight historic sites: two segments of the Atchison, Topeka and Santa Fe Railroad (5PW152.5 and 5PW152.6), one segment of U.S. Highway 385/50 (5PW171.5), two segments of the Lamar Canal (5PW191.1 and 5PW191.2), one segment of the Fort Bent Canal (5PW192.1), one segment of the Vista del Rio Ditch (5PW193.1), and one segment of the Hyde Canal (5PW194.1). The segments of the Fort Bent Canal (5PW192.1), the Hyde Canal (5PW194.1), and the Santa Fe Railroad (5PW152.6) are recommended as eligible for inclusion in the. The Atchison, Topeka and Santa Fe Railroad abandoned spur segment (5PW152.5) and the Lamar Canal segments (5PW191.1 and 5PW191.2) have been modified to such an extent that they lack integrity; they are not recommended as supporting of their respective linear resources. The segment of the Vista del Rio Ditch (5PW193.1) is intact, but it is abandoned and lacks the historical significance to be recommended eligible. Site 5PW171.5, the segment of U.S. Highway 385/50 inventoried proved to be recently modified and a non-supporting element of the linear resource. A reconnaissance effort to locate evidence of the Santa Fe Trail in the proposed bypass location did not find any physical evidence of the trail. In addition, a reconnaissance survey of the downtown Lamar commercial area was completed. The results of this effort indicate that there is no potential for a cohesive historic district due to the extreme lack of integrity.

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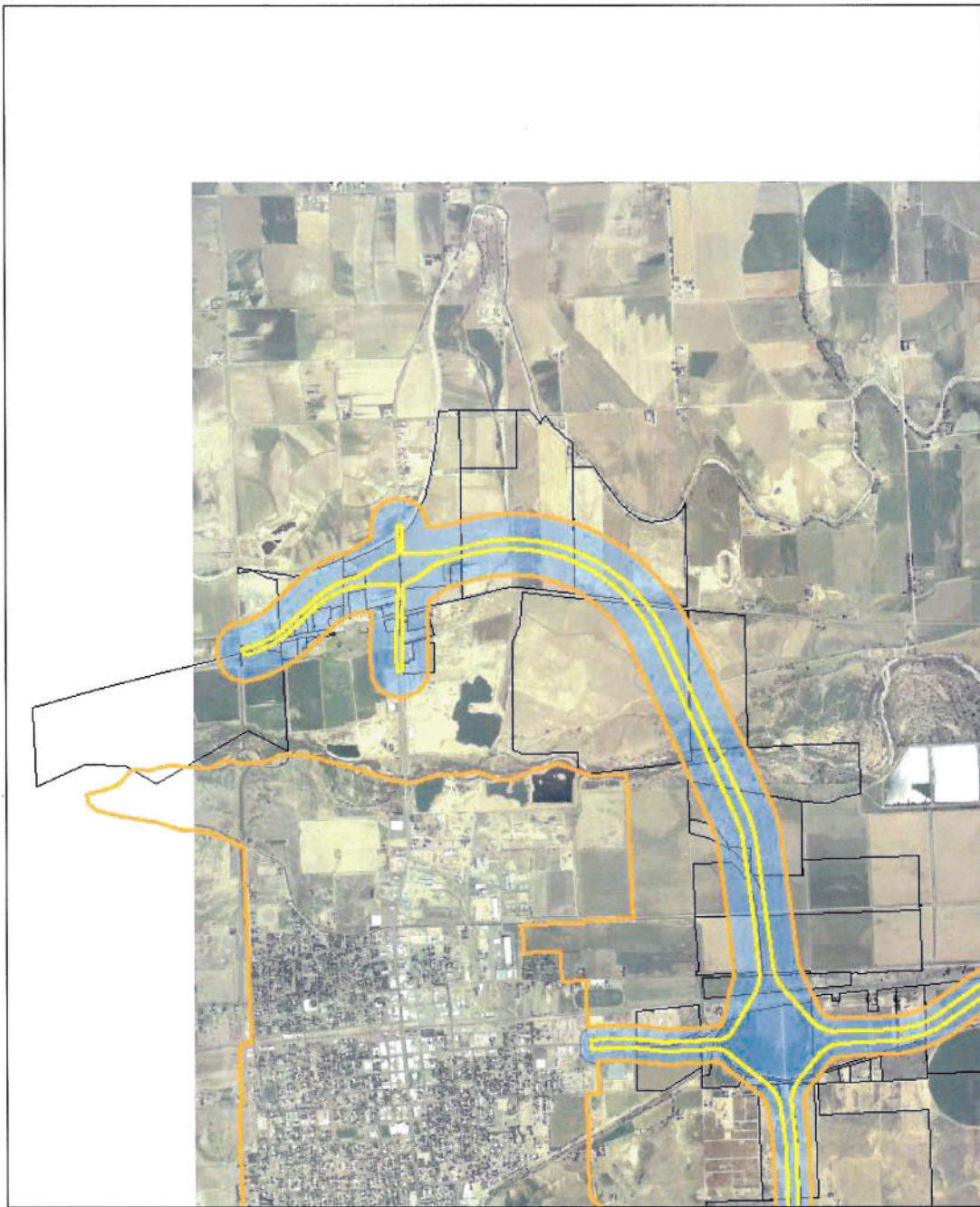
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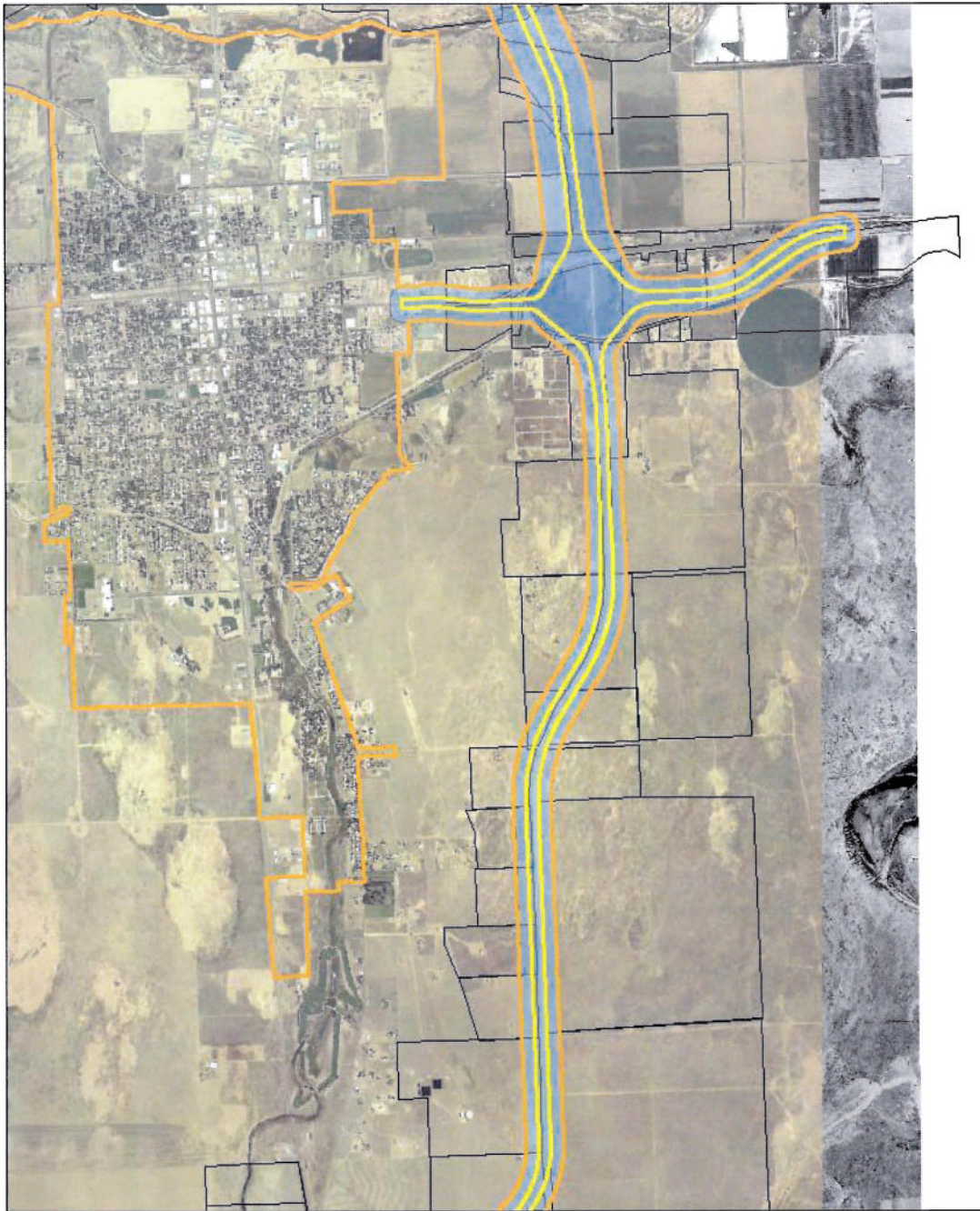
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APPENDIX A: AREA OF POTENTIAL EFFECTS MAP



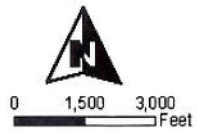


<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid yellow; margin-right: 5px;"></span> Area of Potential Effect</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; margin-right: 5px;"></span> Intensive Survey</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid yellow; margin-right: 5px;"></span> Proposed Footprint</li> </ul>	<p><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Parcels</p>	<p>0 1,500 3,000 Feet</p>	<p><i>US 287 at Lamar</i></p> <p><b>Area of Potential Effect</b></p>	
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**Legend**

- Area of Potential Effect
- Intensive Survey
- Proposed Footprint
- Parcels







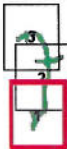


*US 287 at Lamar*

**Area of Potential Effect**





<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> Area of Potential Effect</li> <li> Intensive Survey</li> <li> Proposed Footprint</li> </ul>	<p> Parcels</p>	  0 1,500 3,000 Feet	<p><i>US 287 at Lamar</i></p> <p><b>Area of Potential Effect</b></p>	
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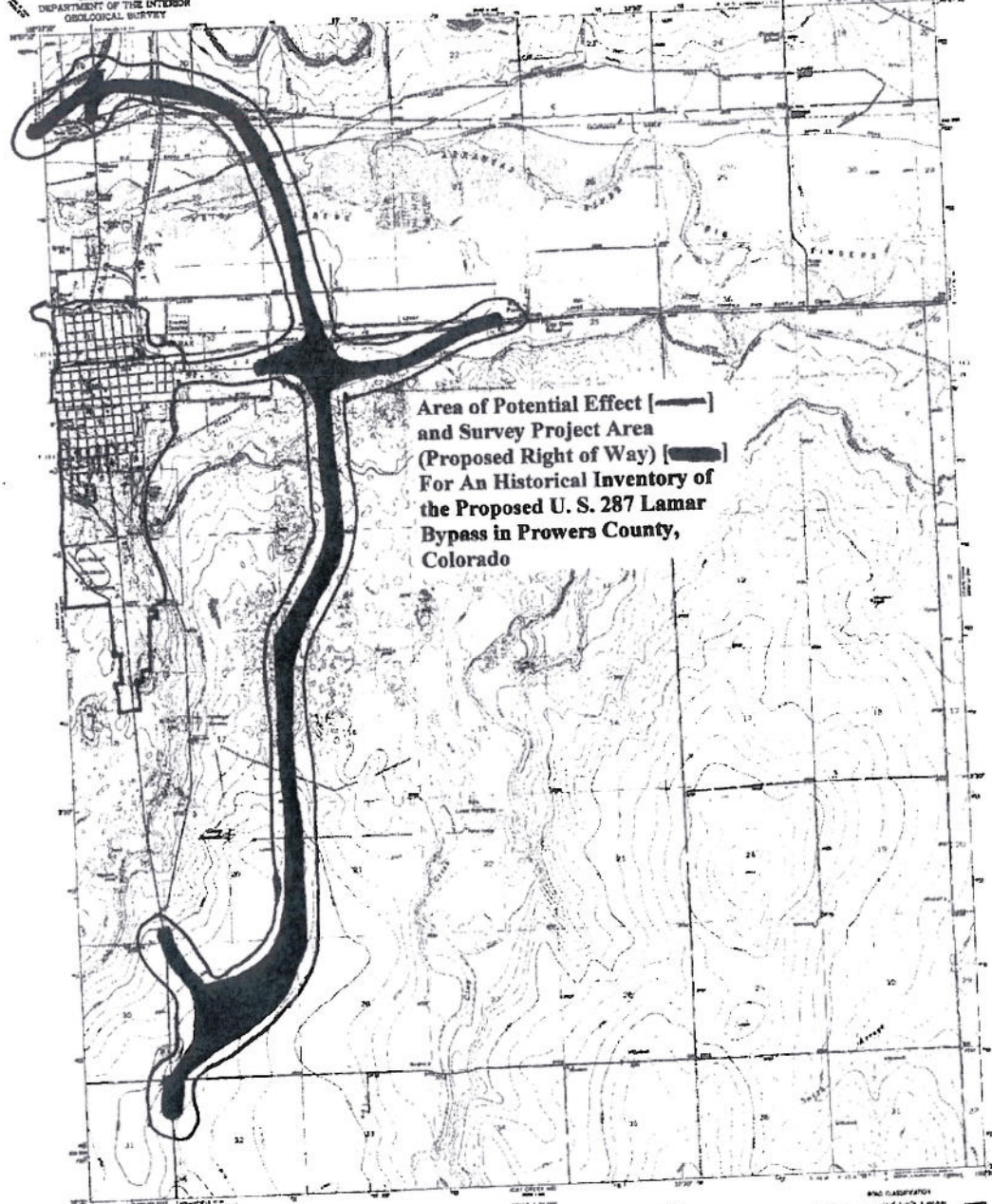


APPENDIX B: USGS 7.5 MINUTE QUADRANGLE MAP



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

LAMAR EAST QUADRANGLE  
COLORADO—PROWERS CO.  
7.5 MINUTE SERIES TOPOGRAPHIC



Area of Potential Effect [—] and Survey Project Area (Proposed Right of Way) [█] For An Historical Inventory of the Proposed U. S. 287 Lamar Bypass in Prowers County, Colorado

Source: U.S.G.S. 1:250,000 Scale  
Data by USGS and USGS  
Scale and shape as per contour lines, water, etc.  
Elevation in feet above sea level, 1985  
Elevation in feet above sea level, 1985  
Elevation in feet above sea level, 1985  
Elevation in feet above sea level, 1985

SCALE 1:25,000  
CONTOUR INTERVAL, 20 FEET  
ELEVATION ABOVE SEA LEVEL, FEET

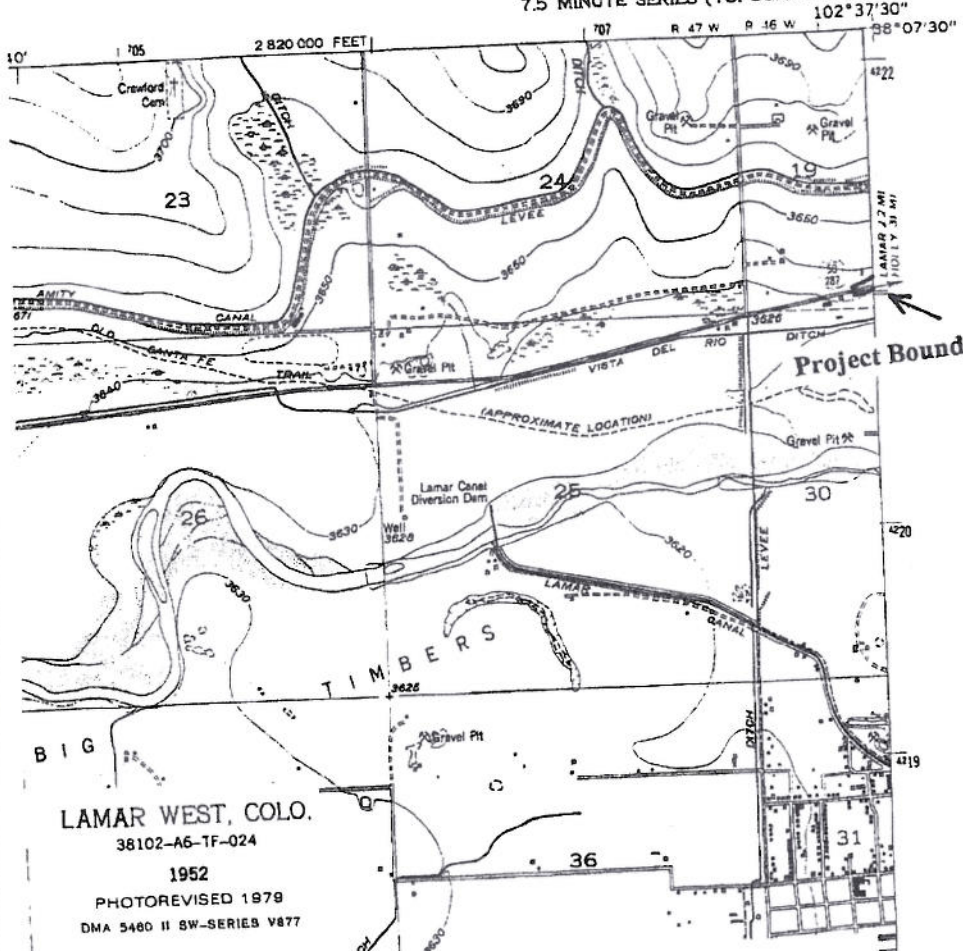
WATER CLASSIFICATION  
PERMANENT  
SEASONAL  
TEMPORARY  
U.S. Fish & Wildlife Service

LAMAR EAST, COLO.  
7.5-MINUTE SERIES  
1985

This map was prepared by the U.S. Geological Survey, Denver, Colorado, under contract to the U.S. Department of the Interior, Bureau of Land Management, Denver, Colorado. It is published as a separate sheet in the 7.5-minute series of maps of Colorado. The map is published as a separate sheet in the 7.5-minute series of maps of Colorado. The map is published as a separate sheet in the 7.5-minute series of maps of Colorado.

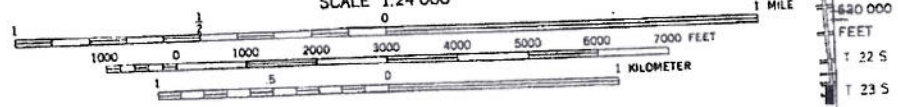
LAMAR WEST QUADRANGLE  
 COLORADO  
 7.5 MINUTE SERIES (TOPOGRAPHIC)

5000 ft. NE  
 (MAY VALLEY)

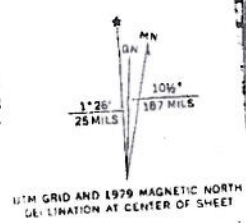
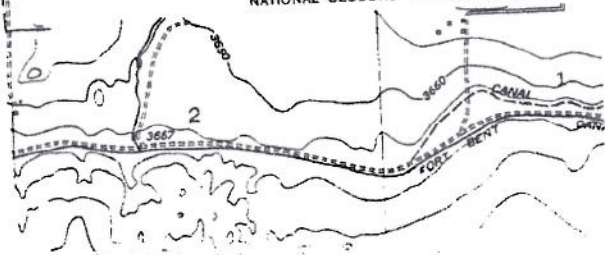


LAMAR WEST, COLO.  
 38102-A6-TF-024  
 1952  
 PHOTOREVISED 1978  
 DMA 5480 II SW-SERIES V877

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929

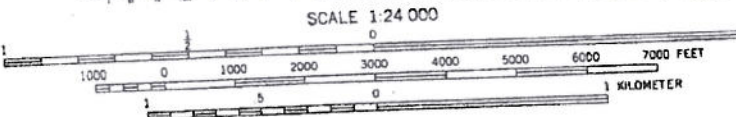
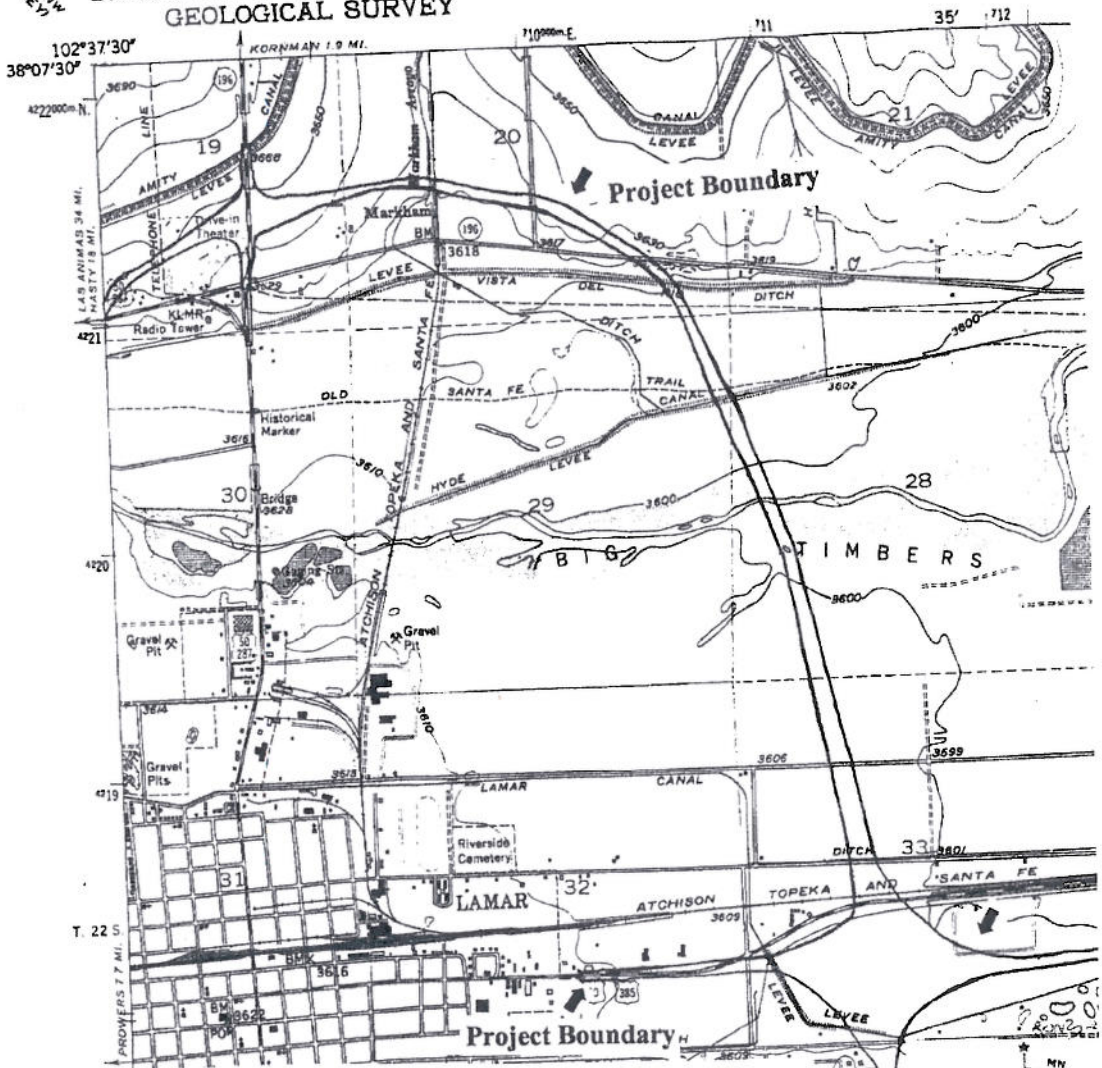


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 DECLINATION AT CENTER OF SHEET

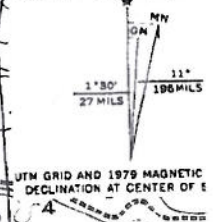
38011 JAW  
(TWILEY)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

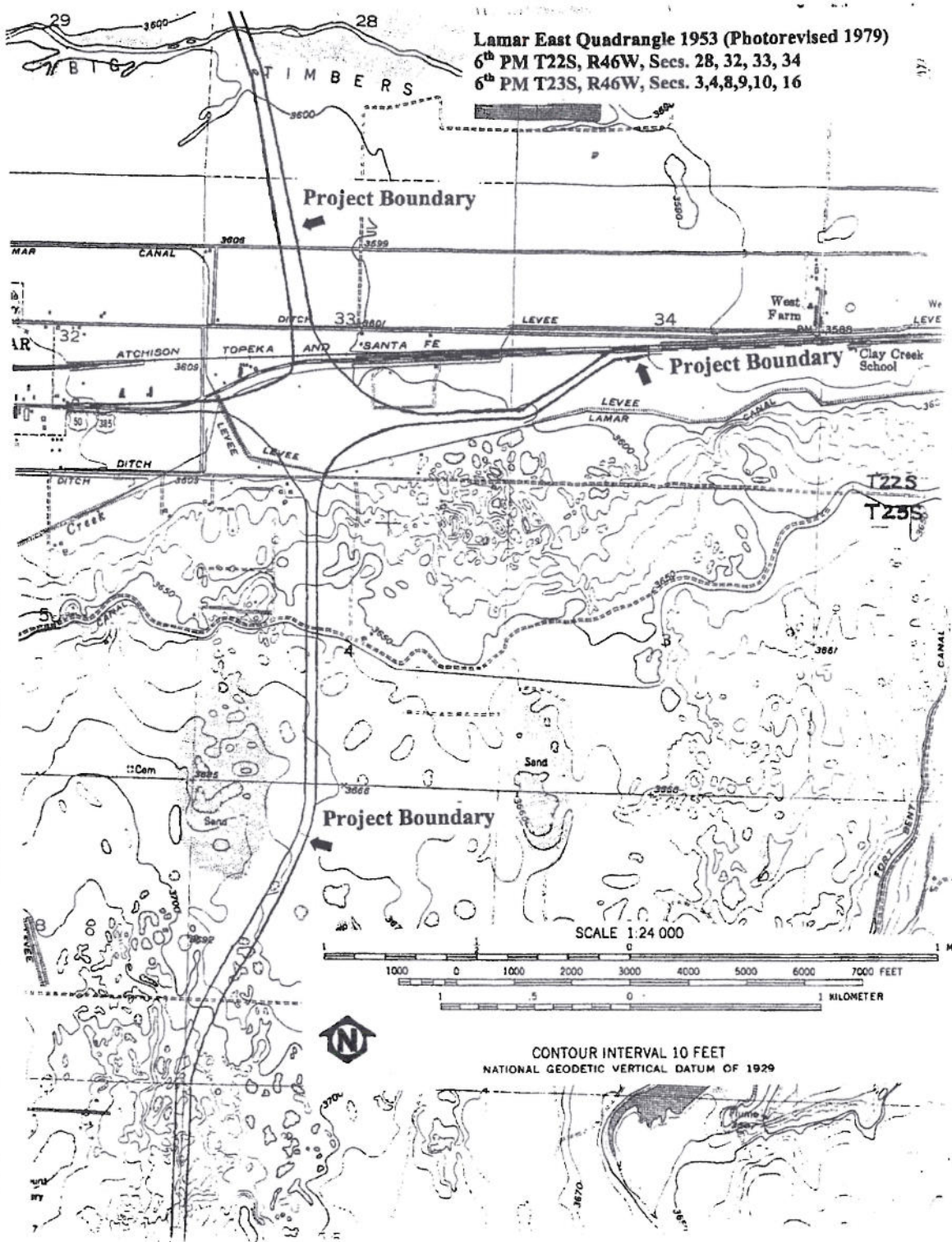
Lamar East Quadrangle 1953 (Photorevised 1979)  
6th PM T22S, R46W, Secs. 19, 20, 28, 29, 32, 33



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



Lamar East Quadrangle 1953 (Photorevised 1979)  
6<sup>th</sup> PM T22S, R46W, Secs. 28, 32, 33, 34  
6<sup>th</sup> PM T23S, R46W, Secs. 3, 4, 8, 9, 10, 16



Project Boundary

Project Boundary

Project Boundary

SCALE 1:24 000

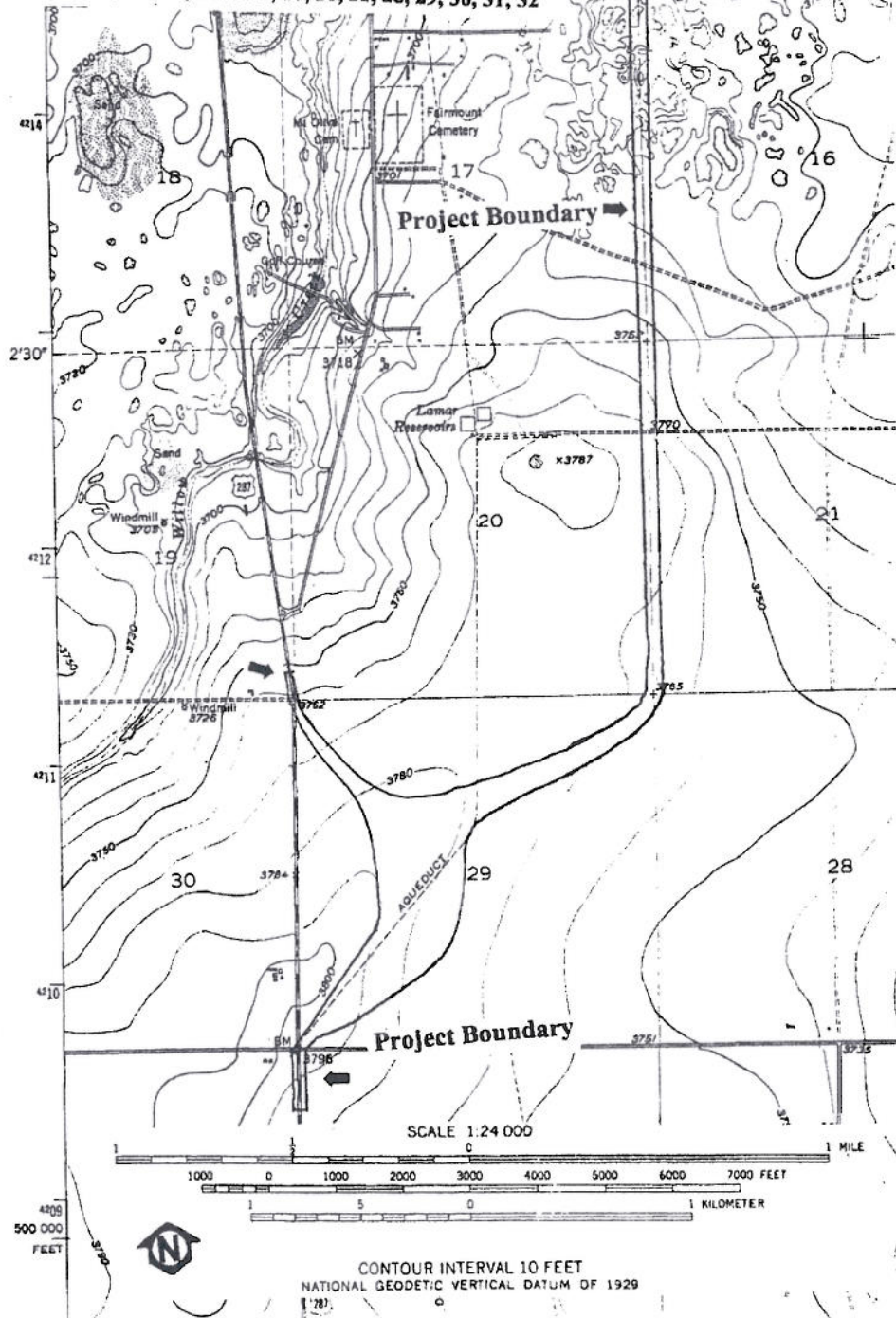
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 0.5 0 1 KILOMETER



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Lamar East Quadrangle 1953 (Photorevised 1979)  
6<sup>th</sup> PM T23S, R46W, Secs. 16, 17, 20, 21, 28, 29, 30, 31, 32







APPENDIX C: CULTURAL RESOURCE FORMS AND SURVEY LOG



## SURVEY LOG

Site Number	Property Name	National Register Eligibility	Landmark Eligibility
5PW152.5	Atchison, Topeka and Santa Fe Railroad Segment		N/A
5PW152.6	Atchison, Topeka and Santa Fe Railroad Segment	<i>a</i>	N/A
5PW171.5	U.S. Highway 385/50 Segment		N/A
5PW191.1	Lamar Canal Segment		N/A
5PW191.2	Lamar Canal Segment		N/A
5PW192.1	Fort Bent Canal Segment	<i>a</i>	N/A
5PW193.1	Vista del Rio Ditch Segment		N/A
5PW194.1	Hyde Canal Segment	<i>a</i>	N/A
5PW298	Downtown Lamar Commercial Area		N/A



COLORADO CULTURAL RESOURCE SURVEY  
**Management Data Form**  
(page 1 of 4)

OAH1400  
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: 5PW152.5      2. Temporary Resource Number: LAM-10
3. Attachments (check as many as apply)
- |   |   |
|---|---|
| <p>Prehistoric Archaeological Component _____<br/>Historic Archaeological Component _____<br/>Historic Architectural Component Form _____<br/><input checked="" type="checkbox"/> Sketch/Instrument Map (required)<br/><input checked="" type="checkbox"/> U.S.G.S. Map Photocopy (required)<br/><input checked="" type="checkbox"/> Photograph(s)<br/>Other, specify: <u>Linear Component Form</u></p> | <p>4. Official determination (OAH1400 use only)</p> <p>_____ Determined<br/>_____ Determined Not Eligible<br/>_____ Nominated<br/>_____ Need Data<br/>_____ Contributing to NR Dist.<br/>_____ Not Contributing to NR Dist.</p> |
|---|---|

**I. IDENTIFICATION**

5. Resource Name: Atchison, Topeka and Santa Fe Railroad spur (segment)
6. Project Name/Number: CM2M-287 / CH2M - LAM
7. Government Involvement: Local \_\_\_\_\_ State x Federal \_\_\_\_\_  
Agency: Colorado Department of Transportation
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: Paul Pierson, 8275 Highway 196, Lamar, Colorado 81052
10. Boundary Description and Justification: Extent of the discernable railroad bed (220' x 36') present within project area. There are no right-of-way fences and farming activity has encroached on the site.
11. Site/Property Dimensions: 67 m x 11 m Area: 737 m<sup>2</sup> (.4047) 0.18 acres  
Area was calculated as: Length x Width X OR (length X width) X .785 \_\_\_\_\_  
rectangle/square ellipse

**II. LOCATION**

12. Legal Location

PM 6 Township 22S Range 46W Section 20 NE 1/2 of SE 1/4 of NW 1/4 of SW 1/4

PM 6 Township 22S Range 46W Section 20 SE 1/2 of NE 1/4 of NW 1/4 of SW 1/4

if section is irregular, explain alignment method: \_\_\_\_\_

Resource Number: 5PW152.5  
Temporary Resource Number: LAM-10

**Management Data Form**  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5'  15' Date(s): 1953 (1979) (attach photocopy)
14. County: Prowers 15. Other Maps: \_\_\_\_\_
16. UTM Reference:
- A. 1 3; 7 0 9 6 4 0 mE 4 2 2 1 6 1 7 mN
- B. 1 3; 7 0 9 6 4 0 mE 4 2 2 1 5 5 0 mN
- C. 1 3; 7 0 9 6 5 2 mE 4 2 2 1 5 5 0 mN
- D. 1 3; 7 0 9 6 5 2 mE 4 2 2 1 6 1 7 mN

17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_
18. Location/Access: From the junction of Highway 297 and Highway 196 north of Lamar, take Hwy 196 east for 0.5 miles. Turn left and drive north onto two-track road. This road is the old rail bed. Follow two-track approximately 800 meters north to this site location.

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)

- |   |  |                                       |
|---|--|---------------------------------------|
| <input type="checkbox"/> mountain           | <input type="checkbox"/> ledge                 | <input type="checkbox"/> playa        |
| <input type="checkbox"/> hill               | <input type="checkbox"/> terrace/bench         | <input type="checkbox"/> talus slope  |
| <input type="checkbox"/> tableland/mesa     | <input type="checkbox"/> canyon                | <input type="checkbox"/> alluvial fan |
| <input type="checkbox"/> ridge              | <input type="checkbox"/> valley                | <input type="checkbox"/> plain        |
| <input type="checkbox"/> saddle/pass        | <input type="checkbox"/> basin                 | <input type="checkbox"/> dune         |
| <input type="checkbox"/> alcove/rockshelter | <input checked="" type="checkbox"/> floodplain | _____                                 |
| <input type="checkbox"/> cliff              | <input type="checkbox"/> cutbank               | _____                                 |
| <input type="checkbox"/> slope              | <input type="checkbox"/> arroyo/gully          | _____                                 |

20. Site Topographic Description (mention named landforms): Located on the northern floodplain of the Arkansas River and east of Markham Arroyo.
21. Site Elevation: 3620 feet = (x .3048) 1103 meters 22. Aspect: open
23. Degree of Slope on Site: 0-1 degree 24. Soil Depth: 100 + cm
25. Soil Description (character and color): Light brown silty loam beneath rail bed
26. Depositional Environment:
- Aeolian  Colluvial  Residual  
 Alluvial  Moraine  None  
 Other, specify; \_\_\_\_\_
27. Nearest Water: name/nature: Markham Arroyo / intermittent distance: 5 m 16 ft. To W
28. Nearest Permanent Water: name: Arkansas River distance: 1600 m 5250 ft. To s
29. Vegetation on Site (list predominant species): grasses, mustard and morning glory growing along the slope of the rail bed.
30. Vegetation Associations/Communities Surrounding Site: Riparian community along Markham Arroyo to northwest and along Arkansas River to south.

Resource Number: 5PW152.5  
Temporary Resource Number: LAM-10

**Management Data Form**  
(page 3 of 4)

**IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**

31. Context or Theme: Railroads in Colorado (Fraser) and Colorado Southern Frontier Historic Context – The Railroad Era

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

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

33. Condition

a. Architectural/Structural

b. Archaeological/Paleontological

Excellent

Undisturbed

Good

Light disturbance

Fair

Moderate disturbance

Deteriorated

Heavy disturbance

Ruins

Total disturbance

34. Describe condition: Tracks and ties have been removed, rail line abandoned and currently used as two-track for farming agricultural fields to the east.

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment:

Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: Segment 5PW152.5 does not retain the integrity necessary to support the eligibility of the entire resource to the NRHP. The tracks and ties have been removed and it no longer clearly conveys its railroad heritage. The Santa Fe Railroad resource, however, is considered significant under Criterion a for its contributions to the history of southeastern Colorado and the West.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: This is an isolated linear feature that has been heavily compromised by the removal of the tracks and ties and its subsequent reuse as a farm road.

Resource Number: 5PW152.5  
Temporary Resource Number: LAM-10

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: Site located within the proposed U.S. 287 Bypass.
40. Existing Protection: None  Marked  Fenced  Patrolled  Access controlled   
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: No further work is recommended for this site.

VI. DOCUMENTATION

44. Previous Actions Accomplished at the site: none known  
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): Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas. Manuscript on file at Denver Public Library, Western History Department.
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-32; 2008-43 Collection Authorized: yes  no   
Artifact Collection: Yes  No  Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics  Grab Sample  Random Sample  Transect   
Other (specify): \_\_\_\_\_
48. Photograph Numbers: Roll CH2M-2, exp.18-19 Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado, Revised 2008.
50. Recorder(s): C. Muniz, S. Mehls Date(s): May 14, 2003, May 13, 2008
51. Recorder Affiliation: WCRM, Inc., PO Box 2326, Boulder, CO 80306  
Phone Number: 303-449-1151

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

Colorado Historical Society - Office of Archaeology & Historic Preservation,  
1300 Broadway, Denver, CO 80203  
303-866-3395



5PW152.5

# Atchison, Topeka, and Santa Fe RR spur segment










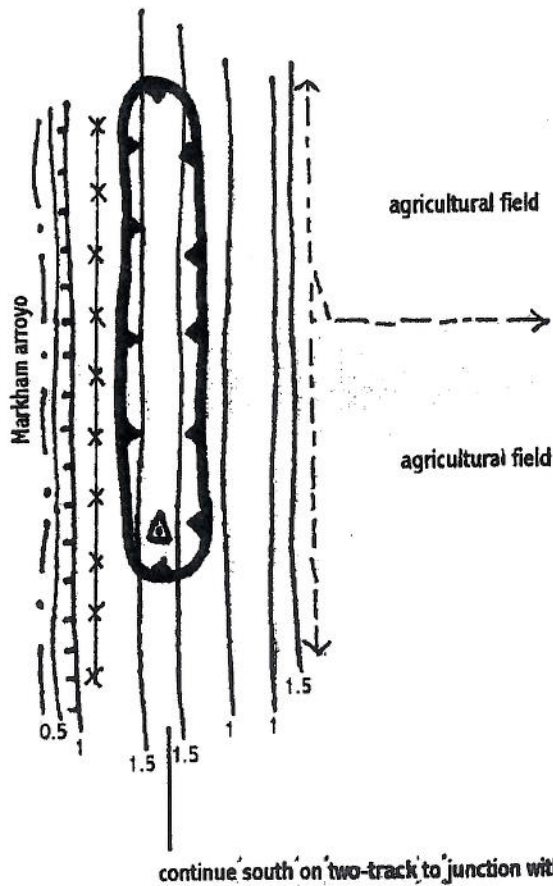
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10 m

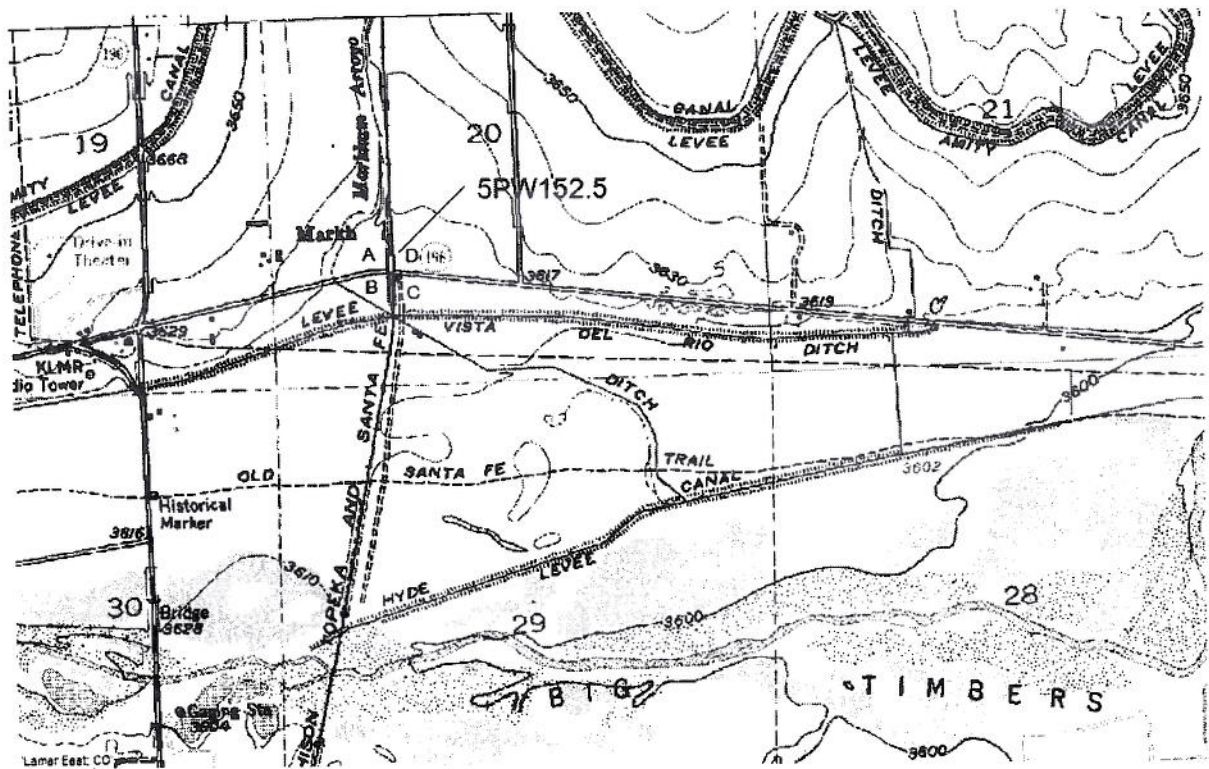


contour interval = 0.5 meter

-  datum
-  site boundary
-  bank
-  modern irrigation ditch
-  fence
-  intermittent water
-  topographic contour



# 5PW152.5 Santa Fe Railroad



Scale: 1:24,000  
Lamar East 7.5' Quadrangle



5PW152.5 Santa Fe Railbed, overview in the project area.  
View looks north



5PW152.5 Santa Fe Railbed, overview including setting of agricultural fields in  
the project area. View looks northeast.

COLORADO CULTURAL RESOURCE SURVEY  
Linear Component Form  
(page 1 of 2)

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): 5PW152.5
2. Temporary Resource Number: LAM-10, Feature 1
3. Resource Name: Atchison, Topeka and Santa Fe Railroad spur segment
4. Record of: Entire resource  Segment

**II. RESOURCE DESCRIPTION**

5. Resource Type: Road  Railroad  Ditch/Canal  Trail   
Other (specify): \_\_\_\_\_
6. Resource Description: 5PW152.5 is a segment of an abandoned branch line of the Atchison, Topeka and Santa Fe Railroad (ATSFRR) located on the northern floodplain of the Arkansas River. At this location the recorded segment measures approximately 67 meters north-south and 11 meters east-west. The tracks and ties of the line have been removed and the rail bed is currently used as a two-track for accessing agricultural fields to the east.
7. Original use: Transportation  
Current use: Abandoned - private two-track road
8. Modifications (describe): Tracks and ties removed, now used to access agricultural fields.
9. Extent of Resource: Rail bed continues to the north and south, where it is crossed by Highway 196 approximately 800 meters south of the site. Tracks and ties have been removed in this entire area.  
\_\_\_\_\_
10. Associated Artifacts: none
11. Associated Features or Resources: none

Resource Number: 5PW152.5  
Temporary Resource Number: LAM-10, Feature 1

**Linear Component Form**

(page 2 of 2)

**III. RESEARCH INFORMATION**

12. Architect/Engineer: Atchison, Topeka and Santa Fe (Colorado and New Mexico Railroad Company)  
Source of information/justification: Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas, pp 64-65. Manuscript on file at Denver Public Library, Western History Department
13. Architect/Engineer: Atchison, Topeka and Santa Fe (Colorado and New Mexico Railroad Company)  
Source of information: Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas, pp 64-65. MS on file at DPL, Western History Dept.
14. Date of Construction/Date Range: Post 1875  
Source of information: Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas, pp 64-65. MS on file at DPL, Western History Dept.
15. Historical/Archival Data: The branch line, referred to by some as the "Hay Line" and others as the Arkansas Valley Line, was built after the main line opened in 1875. The line paralleled the mainline to the north and served numerous small farming communities in the river valley. The line crossed much of Prowers and Bent counties with three connections to the mainline, including the one recorded here.
16. Prehistoric Cultural Affiliation: none

**IV. MANAGEMENT RECOMMENDATIONS**

17. Eligibility of entire resource:  
Eligible  Not eligible  Need data   
Is this an official (OAHF) determination? Yes  No  Date \_\_\_\_\_  
Is this a field determination? Yes  No   
Remarks/justification: The overall rail line is considered eligible under Criterion for its significant contributions to the history of southeastern Colorado and the American West, however, the segment recorded here is abandoned and no longer retains the integrity necessary to support the eligibility of the entire resource to the NRHP. The tracks and ties have been removed.
18. Eligibility of the segment being recorded:  
Contributing  Non-contributing  Not applicable   
Remarks/justification: This segment does not retain the integrity necessary for it to support the eligibility of the entire resource because the ties and tracks have been removed and farming activity has encroached on the right-of-way costing the site its key elements of integrity to the point that it no longer has its integrity of feeling as a railroad or railbed.
19. Recorder(s): C. Muniz, S. Mehls 20. Date(s): May 14, 2003, May 13, 2008

Colorado Historical Society  
Office of Archaeology and Historic Preservation  
1300 Broadway, Denver, CO 80203  
303-866-3395



Resource Number: 5PW152.6  
Temporary Resource Number: LAM-08-2

**Management Data Form**  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5' X 15' Date(s): 1953 (1979) (attach photocopy)
14. County: Prowers 15. Other Maps: \_\_\_\_\_
16. UTM Reference:
- A. 1 3 ; 7 1 1 3 7 2 mE 4 2 1 8 4 8 5 mN
- B. 1 3 ; 7 1 1 3 7 2 mE 4 2 1 8 4 3 5 mN
- C. 1 3 ; 7 1 1 6 2 2 mE 4 2 1 8 4 3 5 mN
- D. 1 3 ; 7 1 1 6 2 2 mE 4 2 1 8 4 8 5 mN
17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_
18. Location/Access: The railroad parallels Highway 385/50 and the site lays immediately north of the junction with the unnamed county road that has a "T" intersection.

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)
- |                    |  |                  |
|--------------------|--|------------------|
| mountain           | ___ ledge                                      | ___ playa        |
| hill               | ___ terrace/bench                              | ___ talus slope  |
| tableland/mesa     | ___ canyon                                     | ___ alluvial fan |
| ridge              | ___ valley                                     | ___ plain        |
| saddle/pass        | ___ basin                                      | ___ dune         |
| alcove/rockshelter | <input checked="" type="checkbox"/> floodplain | _____            |
| cliff              | ___ cutbank                                    | _____            |
| slope              | ___ arroyo/gully                               | _____            |
20. Site Topographic Description (mention named landforms): Located on the southern floodplain of the Arkansas River.
21. Site Elevation: 3610 feet =(x .3048) 1100 meters 22. Aspect: open
23. Degree of Slope on Site: 0-1 degree 24. Soil Depth: 100 + cm
25. Soil Description (character and color): Light brown silty loam beneath rail bed
26. Depositional Environment:
- Aeolian  Colluvial  Residual  
 Alluvial  Moraine  None  
 Other, specify; \_\_\_\_\_
27. Nearest Water: name/nature: Unnamed ditch/ intermittent distance: 75 m 232 ft. To N
28. Nearest Permanent Water: name: Arkansas River distance: 1400 m 4340 ft. To N
29. Vegetation on Site (list predominant species): various grasses, railroad controls weeds along tracks.
30. Vegetation Associations/Communities Surrounding Site: various grasses

Resource Number: 5PW152.6  
Temporary Resource Number: LAM-08-2

**Management Data Form**  
(page 3 of 4)

**IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**

31. Context or Theme: Railroads in Colorado (Fraser) and Colorado Southern Frontier Historic Context- The Railroad Era

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

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

33. Condition

a. Architectural/Structural

b. Archaeological/Paleontological

Excellent

Good

Fair

Deteriorated

Ruins

Undisturbed

Light disturbance

Moderate disturbance

Heavy disturbance

Total disturbance

34. Describe condition: The line is the active mainline of the BNSF railroad (formerly Santa Fe Railway)

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment:

Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: Segment 5PW152.6 does retain the integrity necessary to support the eligibility of the entire resource to the NRHP. The overall Santa Fe Railroad is considered significant and eligible under Criterion a for its contributions to the history of southeastern Colorado and the West during the late 19<sup>th</sup> century.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: This is an isolated linear feature.

\_\_\_\_\_  
\_\_\_\_\_



Resource Number: 5PW152.6  
Temporary Resource Number: LAM-08-2

**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): \_\_\_\_\_  
comments: Site located within the proposed U.S. 287 Bypass
40. Existing Protection: None x Marked\_\_\_ Fenced\_\_\_ Patrolled\_\_\_ Access controlled X  
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: This segment should be archivally photographed and mapped prior to the construction of the proposed highway project.

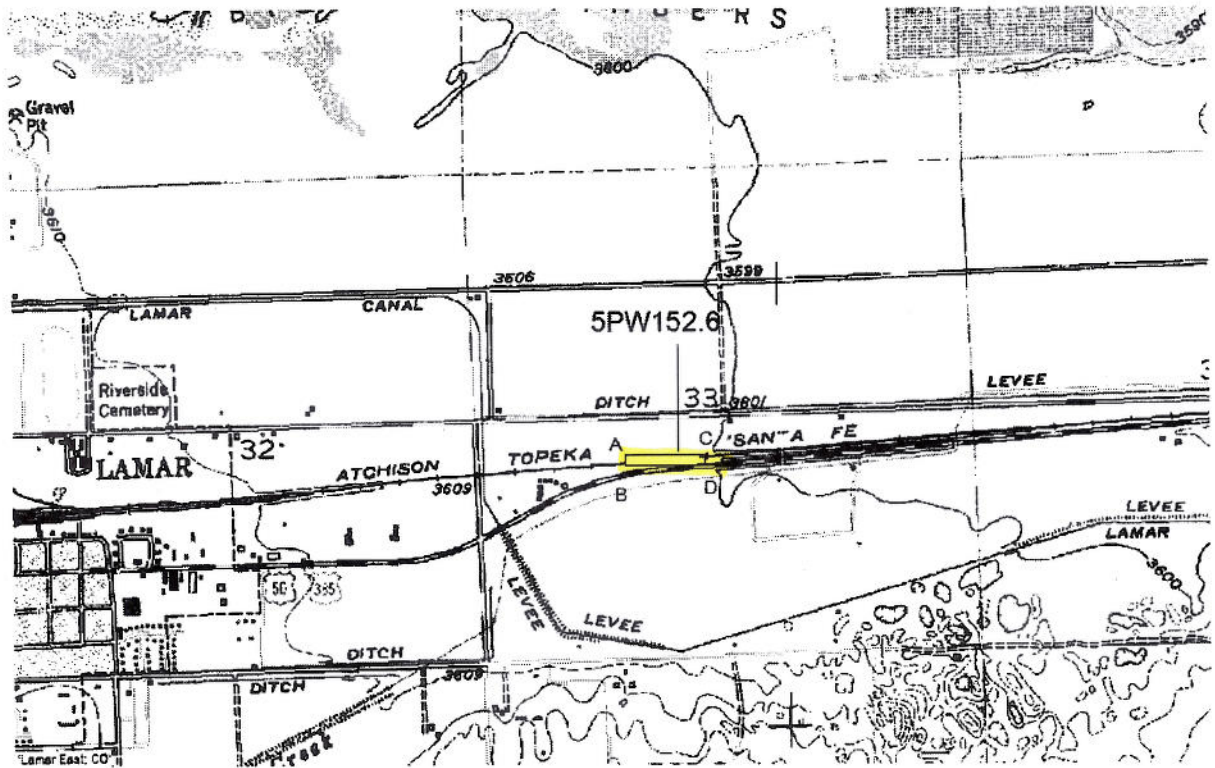
**VI. DOCUMENTATION**

44. Previous Actions Accomplished at the site: none known  
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): Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas. Manuscript on file at Denver Public Library, Western History Department. Numerous published histories of the Santa Fe.
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-32; 2008-43 Collection Authorized: yes\_\_\_ no x  
Artifact Collection: Yes\_\_\_ No X Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics\_\_\_ Grab Sample\_\_\_ Random Sample\_\_\_ Transect\_\_\_  
Other (specify): \_\_\_\_\_
48. Photograph Numbers: CH2M-Lam-1, exp.10-12, 28 Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado, Revised 2008.
50. Recorder(s): S. Mehls Date(s): May 13, 2008
51. Recorder Affiliation: WCRM, Inc., PO Box 2326, Boulder, CO 80306  
Phone Number: 303-449-1151

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

Colorado Historical Society - Office of Archaeology & Historic Preservation,  
1300 Broadway, Denver, CO 80203  
303-866-3395

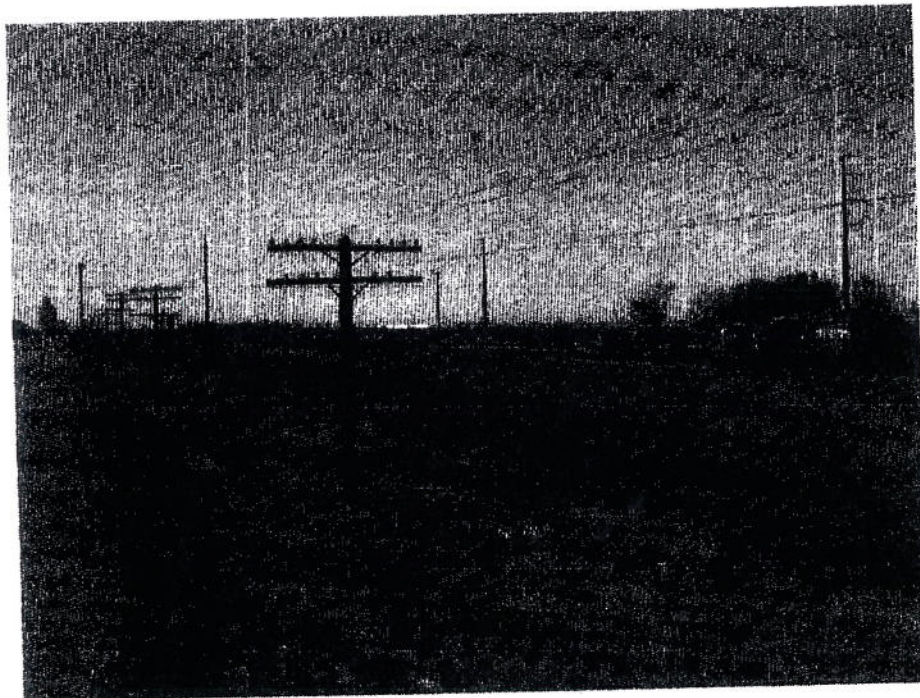
# 5PW152.6 Santa Fe Railroad



Scale: 1:24,000  
Lamar East 7.5' Quadrangle



5PW152.6 Santa Fe Railroad, overview of the project area.  
View looks east



5PW152.6 Santa Fe Railroad, overview including setting of agricultural fields  
and U.S. Highway 385/50 in the project area. View looks west-northwest.

COLORADO CULTURAL RESOURCE SURVEY  
**Linear Component Form**  
(page 1 of 2)

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): 5PW152.6
2. Temporary Resource Number: LAM-8-02, Feature 1
3. Resource Name: Atchison, Topeka and Santa Fe Railroad mainline segment
4. Record of: Entire resource  Segment

**II. RESOURCE DESCRIPTION**

5. Resource Type: Road  Railroad  Ditch/Canal  Trail   
Other (specify): \_\_\_\_\_
6. Resource Description: 5PW152.6 is a segment of the active mainline of the Atchison, Topeka and Santa Fe Railroad (ATSFRR; now Burlington Northern Santa Fe) located on the southern floodplain of the Arkansas River. At this location the recorded segment measures approximately 50 meters north-south and 250 meters east-west. The tracks and ties of the mainline as well the associated passing siding and spurs for industries in Lamar, but outside the proposed bypass right-of-way remain active and currently serves as a key part of southeastern Colorado's transportation system.
7. Original use: Transportation  
Current use: Transportation
8. Modifications (describe): Tracks upgraded and modernized; passing sidings and spurs added as needed.
9. Extent of Resource: Rail line continues to the Colorado-Kansas border and west and south to the New Mexico-Colorado border at Ration Pass.
10. Associated Artifacts: none
11. Associated Features or Resources: none

Resource Number: 5PW152.6  
Temporary Resource Number: LAM-8-02, Feature 1

**Linear Component Form**

(page 2 of 2)

**III. RESEARCH INFORMATION**

12. Architect/Engineer: Atchison, Topeka and Santa Fe (Colorado and New Mexico Railroad Company)  
Source of information/justification: Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas, pp 64-65. Manuscript on file at Denver Public Library, Western History Department
13. Builder/Engineer: Atchison, Topeka and Santa Fe (Colorado and New Mexico Railroad Company)  
Source of information: Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas, pp 64-65. MS on file at DPL, Western History Dept.
14. Date of Construction/Date Range: ca 1875  
Source of information: Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas, pp 64-65. MS on file at DPL, Western History Dept.
15. Historical/Archival Data: The main line in the Arkansas Valley opened in 1875. The line paralleled the Arkansas River and in the project area was on the southern side of the river. It served numerous small farming communities in the river valley.
16. Prehistoric Cultural Affiliation: none

**IV. MANAGEMENT RECOMMENDATIONS**

17. Eligibility of entire resource:  
Eligible  Not eligible  Need data   
Is this an official (OAHP) determination? Yes  No  Date \_\_\_\_\_  
Is this a field determination? Yes  No   
Remarks/justification: The overall rail line is considered significant to the history of southeastern Colorado and the American West and the segment recorded here is active and retains the integrity necessary to support the eligibility of the entire linear resource. It is considered eligible under Criterion a.
18. Eligibility of the segment being recorded:  
Contributing  Non-contributing  Not applicable   
Remarks/justification: This segment retains the integrity and shares the significance necessary to support the eligibility of the entire resource.
19. Recorder(s): S. Mehls 20. Date(s): May 13, 2008

Colorado Historical Society  
Office of Archaeology and Historic Preservation  
1300 Broadway, Denver, CO 80203  
303-866-3395

COLORADO CULTURAL RESOURCE SURVEY  
Management Data Form  
(page 1 of 4)

OAHP1400  
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: 5PW171.5      2. Temporary Resource Number: LAM-08-1
3. Attachments (check as many as apply)
- Prehistoric Archaeological Component
  - Historic Archaeological Component
  - Historic Architectural Component Form
  - Sketch/Instrument Map (required)
  - U.S.G.S. Map Photocopy (required)
  - Photograph(s)
  - Other, specify: Linear Component Form
4. Official determination (OAHP use only)
- Determined
  - Determined Not Eligible
  - Nominated
  - Need Data
  - Contributing to NR Dist.
  - Not Contributing to NR Dist.

I. IDENTIFICATION

5. Resource Name: Highways 385/50 (segment)
6. Project Name/Number: CM2M-287 / CH2M - LAM
7. Government Involvement: Local  State  Federal   
Agency: Colorado Department of Transportation
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)  object(s)   
in existing National Register District? yes  no  name \_\_\_\_\_
9. Owner(s)'s Name and Address: Colorado Department of Transportation, Region 2  
2402 South Main, Lamar, CO 81052 (local office)
10. Boundary Description and Justification: Extent of highway located within the boundaries of the proposed U.S. 287 Bypass right-of-way.
11. Site/Property Dimensions: 250 m x 25 m Area: 6,250 m<sup>2</sup> (4047) 1.54 acres  
Area was calculated as: Length x Width  OR (length X width) X .785 \_\_\_\_\_  
rectangle/square ellipse

II. LOCATION

12. Legal Location
- PM 6 Township 22S Range 46W Section 33 NE 1/2 of NE 1/4 of SW 1/4  
PM 6 Township 22S Range 46W Section 33 NW 1/2 of NE 1/4 of SW 1/4  
if section is irregular, explain alignment method: \_\_\_\_\_

Resource Number: 5PW171.5  
Temporary Resource Number: LAM-08-2

**Management Data Form**  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5' X 15' Date(s): 1953 (1979) (attach photocopy)
14. County: Prowers 15. Other Maps: \_\_\_\_\_
16. UTM Reference:  
A. 1 3 ; 7 1 1 3 7 2 mE 4 2 1 8 4 6 5 mN west end  
B. 1 3 ; 7 1 1 3 7 2 mE 4 2 1 8 4 4 0 mN east end  
C. 1 3 ; 7 1 1 6 2 2 mE 4 2 1 8 4 4 0 mN west end  
D. 1 3 ; 7 1 1 6 2 2 mE 4 2 1 8 4 6 5 mN east end
17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_
18. Location/Access: The highway is well marked on road maps and in town and is open to the public for travel.

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)
- |   |  |                                       |
|---|--|---------------------------------------|
| <input type="checkbox"/> mountain           | <input type="checkbox"/> ledge                 | <input type="checkbox"/> playa        |
| <input type="checkbox"/> hill               | <input type="checkbox"/> terrace/bench         | <input type="checkbox"/> talus slope  |
| <input type="checkbox"/> tableland/mesa     | <input type="checkbox"/> canyon                | <input type="checkbox"/> alluvial fan |
| <input type="checkbox"/> ridge              | <input type="checkbox"/> valley                | <input type="checkbox"/> plain        |
| <input type="checkbox"/> saddle/pass        | <input type="checkbox"/> basin                 | <input type="checkbox"/> dune         |
| <input type="checkbox"/> alcove/rockshelter | <input checked="" type="checkbox"/> floodplain | _____                                 |
| <input type="checkbox"/> cliff              | <input type="checkbox"/> cutbank               | _____                                 |
| <input type="checkbox"/> slope              | <input type="checkbox"/> arroyo/gully          | _____                                 |
20. Site Topographic Description (mention named landforms): Located on the southern floodplain of the Arkansas River.
21. Site Elevation: 3610 feet =(x .3048) 1100 meters 22. Aspect: open
23. Degree of Slope on Site: 0-1 degree 24. Soil Depth: 100 + cm
25. Soil Description (character and color): Light brown silty loam beneath and around the prepared roadbed
26. Depositional Environment:  
 Aeolian  Colluvial  Residual  
 Alluvial  Moraine  None  
 Other, specify; \_\_\_\_\_
27. Nearest Water: name/nature: Unnamed ditch/ intermittent distance: 135 m 420 ft. To N
28. Nearest Permanent Water: name: Arkansas River distance: 1450 m 4500 ft. To N
29. Vegetation on Site (list predominant species): various grasses, CDOT and county control weeds along highway.
30. Vegetation Associations/Communities Surrounding Site: various grasses and weeds

Resource Number: 5PW171.5  
Temporary Resource Number: LAM-08-1

**Management Data Form**  
(page 3 of 4)

**IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**

31. Context or Theme: SH 385 through Prowers County - based on previous recording.  
ACRE - Colorado Highway Context

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
- 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

33. Condition

- |   |   |
|---|---|
| a. <u>Architectural/Structural</u>            | b. <u>Archaeological/Paleontological</u>              |
| <input checked="" type="checkbox"/> Excellent | <input type="checkbox"/> Undisturbed                  |
| <input type="checkbox"/> Good                 | <input checked="" type="checkbox"/> Light disturbance |
| <input type="checkbox"/> Fair                 | <input type="checkbox"/> Moderate disturbance         |
| <input type="checkbox"/> Deteriorated         | <input type="checkbox"/> Heavy disturbance            |
| <input type="checkbox"/> Ruins                | <input type="checkbox"/> Total disturbance            |

34. Describe condition: The highway is an active, well-maintained east-west highway in southeastern Colorado

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment:

Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: Segment 5PW171.5 does not retain the integrity necessary to support the eligibility of the entire resource to the NRHP due to 1990s modifications. The overall highway was recommended as not eligible by CDOT in 2002 and nothing in this recording was found to argue for a revision of that assessment.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: This is an isolated linear feature.

\_\_\_\_\_  
\_\_\_\_\_



Resource Number: 5PW171.5  
Temporary Resource Number: LAM-08-2

**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): \_\_\_\_\_  
comments: Site located within the proposed U.S. 287 Bypass
40. Existing Protection: None x Marked\_\_\_ Fenced\_\_\_ Patrolled\_\_\_ Access controlled X  
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: This segment requires no further work.

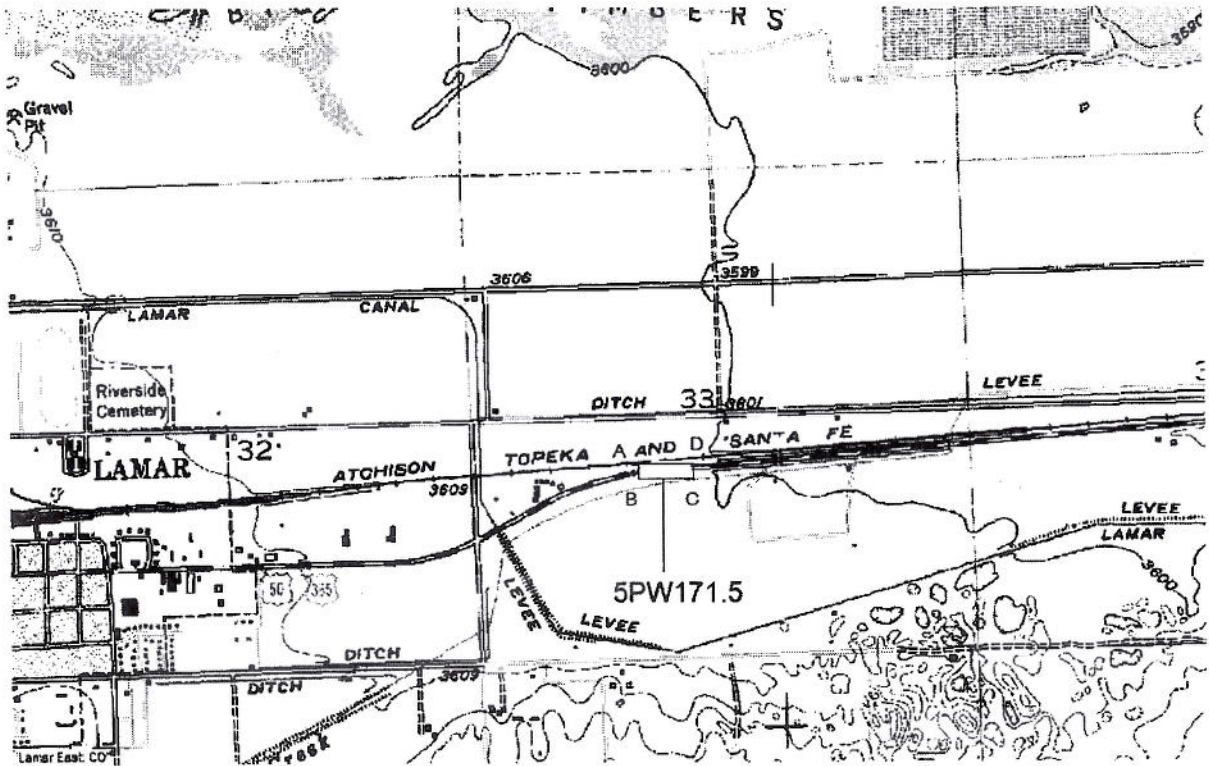
**VI. DOCUMENTATION**

44. Previous Actions Accomplished at the site: none known
- 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): Colorado Department of Highways Annual Report for 1960, Colorado Department of Transportation 2000 Annual Report, Colorado Highways Bulletin, 1919, Colorado State Highway Commission, minutes March 12, 1912 and Matthew Salek, The Highways of Colorado, <http://www.mesalek.com/colo/367-399.htm#385>.
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-32; 2008-43 Collection Authorized: yes\_\_\_ no x  
Artifact Collection: Yes\_\_\_ No X Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics\_\_\_ Grab Sample\_\_\_ Random Sample\_\_\_ Transect\_\_\_  
Other (specify): \_\_\_\_\_
48. Photograph Numbers: CH2M-Lam-1, exp.9, 10, 13, 27 Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado, Revised 2008.
50. Recorder(s): S. Mehls Date(s): May 13, 2008
51. Recorder Affiliation: WCRM, Inc., PO Box 2326, Boulder, CO 80306  
Phone Number: 303-449-1151

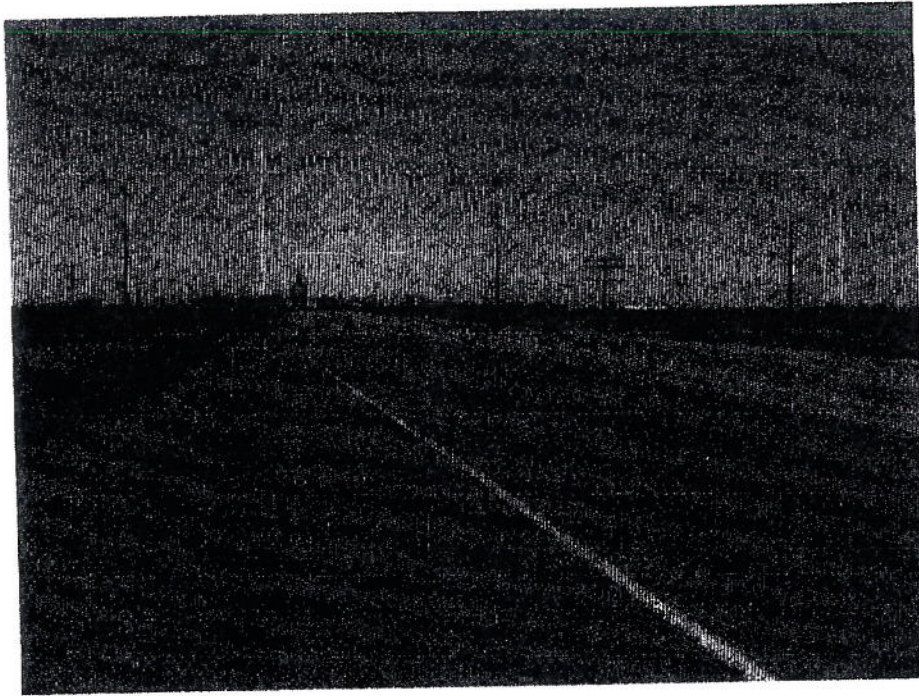
NOTE: Please attach a sketch map, a photocopy of the USGS quad. map indicating resource location, and photographs.

Colorado Historical Society - Office of Archaeology & Historic Preservation,  
1300 Broadway, Denver, CO 80203  
303-866-3395

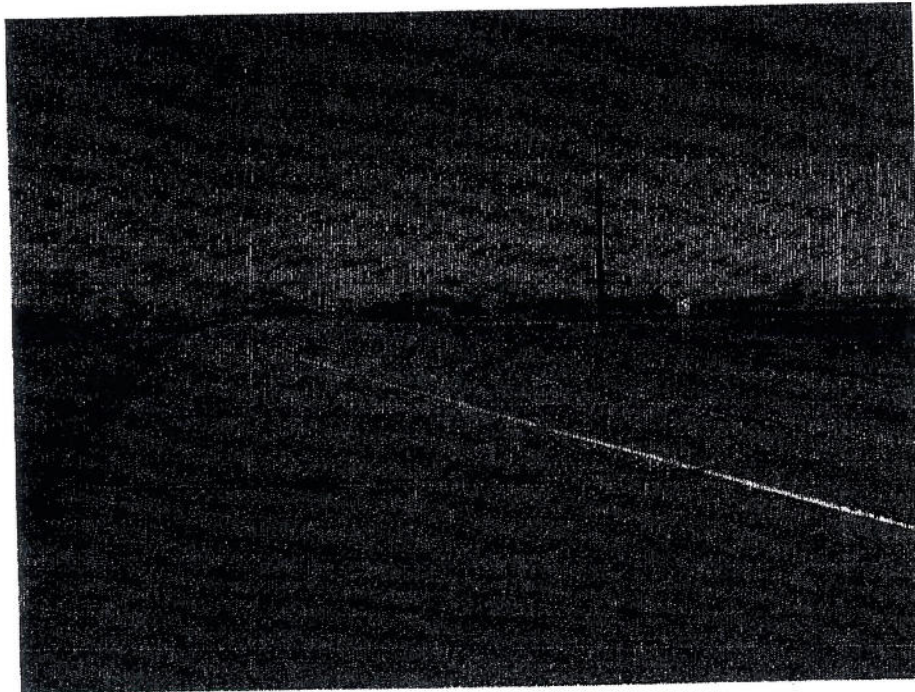
# 5PW171.5 Highways 385/50



Scale: 1:24,000  
Lamar East 7.5' Quadrangle



5PW171.5 U.S. Highway 385/50 segment from the east of the project area.  
View looks west.



5PW171.5 U.S. Highway 385/50 segment from the west of the project area.  
View looks east.

COLORADO CULTURAL RESOURCE SURVEY  
Linear Component Form  
(page 1 of 2)

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): 5PW171.5
2. Temporary Resource Number: LAM-8-01, Feature 1
3. Resource Name: Highway 385/50 segment
4. Record of: Entire resource  Segment

II. RESOURCE DESCRIPTION

5. Resource Type: Road  Railroad  Ditch/Canal  Trail   
Other (specify): \_\_\_\_\_
6. Resource Description: 5PW171.5 is a segment of the Highway 385/50, an active highway in southeastern Colorado located on the southern floodplain of the Arkansas River. At this location the recorded segment measures approximately 25 meters north-south and 250 meters east-west. The highway includes an intersection with an unnumbered county road that has turn lanes and other improvements making it a multi-lane, undivided highway. The highway lays parallel to and south of the mainline of the Burlington Northern - Santa Fe Railroad. The highway generally carries heavy traffic and remains a key part of southeastern Colorado's transportation system.
7. Original use: Transportation  
Current use: Transportation
8. Modifications (describe): Intersection with the unnumbered county road was built in 1989-1990 and the highway was widened and improved at the intersection in 1994.
9. Extent of Resource: The highway continues east out of Prowers County and also west and north out of Prowers County. West of Lamar the highway become two: Highway 385 and Highway 50.
10. Associated Artifacts: none
11. Associated Features or Resources: none

Resource Number: 5PW171.5  
Temporary Resource Number: LAM-8-01, Feature 1

Linear Component Form  
(page 2 of 2)

III. RESEARCH INFORMATION

12. Architect/Engineer: CDOT and consultants  
Source of information/justification: Personal Communication with Paul Westhoff, Resident Engineer, CDOT, Region 2, Lamar, CO, May 16, 2008.
13. Builder: Unknown, done under the supervision of CDOT.  
Source of information/justification: Personal Communication with Paul Westhoff, Resident Engineer, CDOT, Region 2, Lamar, CO, May 16, 2008.
14. Date of Construction/Date Range: ca 1920s-1994  
Source of information: Previous recording forms.
15. Historical/Archival Data: The highway was built by Colorado during the 1910s and later became part of the Federal Highway System. It has been upgraded periodically into the recent past. Sources include Colorado Department of Highways Annual Report for 1960, Colorado Department of Transportation 2000 Annual Report, Colorado Highways Bulletin, 1919, Colorado State Highway Commission, minutes March 12, 1912 and Matthew Salek, The Highways of Colorado, <http://www.mesalek.com/colo/367-399.htm#385>
16. Prehistoric Cultural Affiliation: none

IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource:  
Eligible  Not eligible  Need data   
Is this an official (OAHP) determination? Yes  No  Date \_\_\_\_\_  
Is this a field determination? Yes  No   
Remarks/justification: The overall highway and this segment are considered to be not eligible based on the findings of ACRE in 2002 and reported by CDOT. Nothing found during this research made a compelling case to change that recommendation. Further, the segment recorded here is relatively new construction and would not support the eligibility to the NRHP of the entire linear resource because of its recent construction date and lack of exceptional significance.
18. Eligibility of the segment being recorded:  
Contributing  Non-contributing  Not applicable   
Remarks/justification: This segment lacks sufficient age to be significant or to be considered eligible to the NRHP.
19. Recorder(s): S. Mehls 20. Date(s): May 13, 2008

Colorado Historical Society  
Office of Archaeology and Historic Preservation  
1300 Broadway, Denver, CO 80203  
303-866-3395

COLORADO CULTURAL RESOURCE SURVEY  
**Management Data Form**  
(page 1 of 4)

OAHPI400  
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: 5PW191.1 2. Temporary Resource Number: LAM-2
3. Attachments (check as many as apply)
- Prehistoric Archaeological Component
  - Historic Archaeological Component
  - Historic Architectural Component Form
  - Sketch/Instrument Map (required)
  - U.S.G.S. Map Photocopy (required)
  - Photograph(s)
  - Other, specify: Linear Component Form
4. Official determination (OAHPI use only)
- Determined
  - Determined Not Eligible
  - Nominated
  - Need Data
  - Contributing to NR Dist.
  - Not Contributing to NR Dist.

**I. IDENTIFICATION**

5. Resource Name: Lamar Canal segment
6. Project Name/Number: CM2M-287 / CH2M -LAM
7. Government Involvement: Local  State  Federal   
Agency: Colorado Department of Transportation
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)  object(s)   
in existing National Register District? yes  no  name \_\_\_\_\_
9. Owner(s)'s Name and Address: City of Lamar, CO and Lamar Canal Company
10. Boundary Description and Justification: The boundary is denoted by the edges of the canal, rip-rap features, and associated ditch rider's path as it crosses the proposed right-of-way of the U.S. 287 Bypass. The boundaries and dimensions below (item 11) do not include the entire canal system, only the recorded portion.
11. Site/Property Dimensions: 200 m x 65 m Area: 13,000 m<sup>2</sup> (,4047) 3.2 acres  
Area was calculated as: Length x Width  OR (length X width) X .785   
rectangle/square ellipse

**II. LOCATION**

12. Legal Location  
PM 6 Township 22S Range 46W Section 33 SE 1/4 of SW 1/4 of SE 1/4 of SW 1/4  
if section is irregular, explain alignment method: \_\_\_\_\_

Resource Number: 5PW191.1  
Temporary Resource Number: LAM-2

**Management Data Form**  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5'  15' Date(s): 1953 (1979) (attach photocopy)
14. County: Prowers 15. Other Maps: \_\_\_\_\_
16. UTM Reference:  
A. 1 3; 7 1 1 3 8 0 mE 4 2 1 7 8 7 5 mN  
B. 1 3; 7 1 1 3 8 0 mE 4 2 1 7 8 1 0 mN  
C. 1 3; 7 1 1 5 8 0 mE 4 2 1 7 7 8 0 mN  
D. 1 3; 7 1 1 5 8 0 mE 4 2 1 7 8 4 5 mN
17. Address: N/A Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_
18. Location/Access: From the junction of Highway 297 (Main St) and Highway 50 (Olive St) in Lamar, take Hwy 50 east for 1.7 miles. Turn right (south) onto an unnamed county road, crossing a recent entrenchment of Willow Creek. Travel south 0.3 miles on county road to this site.

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)
- |                    |  |                    |
|--------------------|--|--------------------|
| mountain           | _____ ledge                                    | _____ playa        |
| hill               | _____ terrace/bench                            | _____ talus slope  |
| tableland/mesa     | _____ canyon                                   | _____ alluvial fan |
| ridge              | _____ valley                                   | _____ plain        |
| saddle/pass        | _____ basin                                    | _____ dune         |
| alcove/rockshelter | <input checked="" type="checkbox"/> floodplain | _____              |
| cliff              | _____ cutbank                                  | _____              |
| slope              | _____ arroyo/gully                             | _____              |
20. Site Topographic Description (mention named landforms): Located on the southern floodplain of the Arkansas River and east of Willow Creek.
21. Site Elevation: 3610 feet = (x .3048) 1100 meters 22. Aspect: open
23. Degree of Slope on Site: 0-10 degrees 24. Soil Depth: 100 + cm
25. Soil Description (character and color): Light brown silty loam
26. Depositional Environment:  
 Aeolian  Colluvial  Residual  
 Alluvial  Moraine  None  
 Other, specify; \_\_\_\_\_
27. Nearest Water: name/nature: Lamar Canal distance: 0 m 0 ft.
28. Nearest Permanent Water: name: Arkansas River distance: 2300 m 7546 ft.
29. Vegetation on Site (list predominant species): grasses planted along bank for stabilization
30. Vegetation Associations/Communities Surrounding Site: Riparian community along canal to east and along Arkansas River.

Resource Number: 5PW191.1  
Temporary Resource Number: LAM-2

**Management Data Form**  
(page 3 of 4)

**IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**

31. Context or Theme: Holleran, Irrigation and Water Supply Ditches and Canals; Southern Frontier Agricultural Development; Engineering; Irrigation

32. Applicable National Register Criteria:  
X 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
- 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

33. Condition

- | a. <u>Architectural/Structural</u>       | b. <u>Archaeological/Paleontological</u>                 |
|--|--|
| <input type="checkbox"/> Excellent       | <input type="checkbox"/> Undisturbed                     |
| <input checked="" type="checkbox"/> Good | <input type="checkbox"/> Light disturbance               |
| <input type="checkbox"/> Fair            | <input checked="" type="checkbox"/> Moderate disturbance |
| <input type="checkbox"/> Deteriorated    | <input checked="" type="checkbox"/> Heavy disturbance    |
| <input type="checkbox"/> Ruins           | <input type="checkbox"/> Total disturbance               |

34. Describe condition: Canal condition is good, although recent stabilization efforts are apparent. Chunks of concrete have been laid along the banks for stabilization and recent work has impacted the canal - in April 1993 the current bridge was built at this location (see site map), probably as a final step in the county road construction project

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment:

Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: Site 5PW191.1 does not retain the integrity necessary for eligibility to support the assumed eligibility to the NRHP of the Lamar Canal. Modern improvements have compromised the site's integrity, as have efforts to stabilize the canal banks. This site does not retain the feel of an historic canal at this location. It does have significance under Criterion a, but its lack of integrity precludes consideration as a segment of the entire linear resource that would support its eligibility. No other evidence was found to support significance under the other National Register criteria.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: This is an isolated linear site.



Resource Number: 5PW191.1  
Temporary Resource Number: LAM-2

**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: Site located within the proposed U.S. 287 Bypass
40. Existing Protection: None  Marked  Fenced  Patrolled  Access controlled   
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: No further work is recommended for this project.

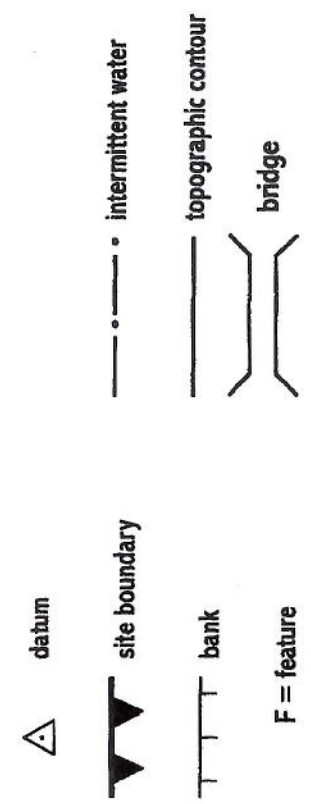
**VI. DOCUMENTATION**

44. Previous Actions Accomplished at the site: none known
- 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): Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, p.57. Manuscript on file at Denver Public Library, Western History Department; Dan Neuhold, District Water Commissioner, Lamar.
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-35; #2008-43 Collection Authorized: yes  no   
Artifact Collection: Yes  No  Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics  Grab Sample  Random Sample  Transect   
Other (specify): \_\_\_\_\_
48. Photograph Numbers: Roll CH2M-1, exp.5-8Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado, 2008 Revision.
50. Recorder(s): C. Muniz, S. Mehls Date(s): May 14, 2003, May 13, 2008
51. Recorder Affiliation: WCRM, Inc.

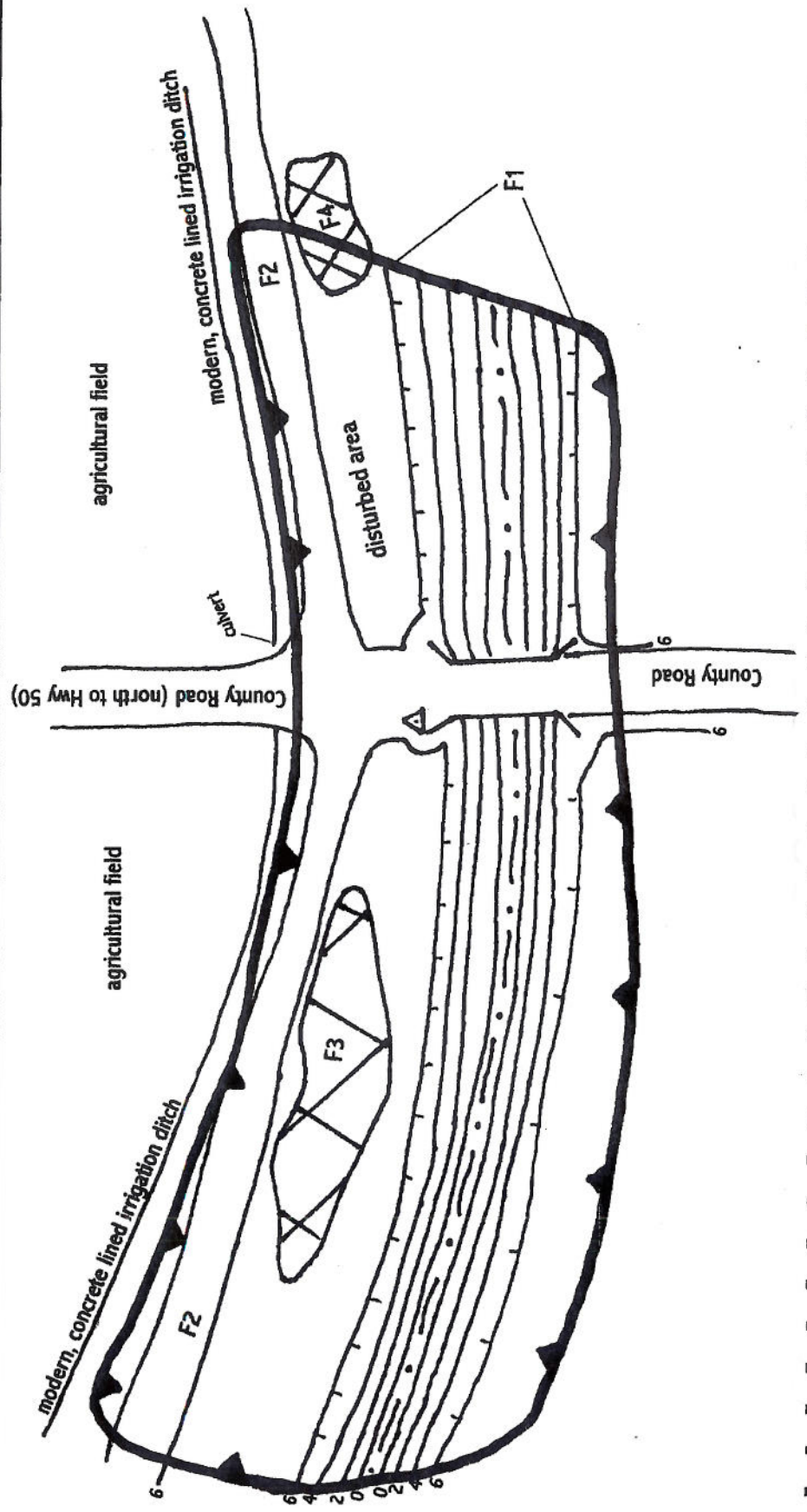
NOTE: Please attach a sketch map, a photocopy of the USGS quad. map indicating resource location, and photographs.

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1300 Broadway, Denver, CO 80203  
303-866-3395

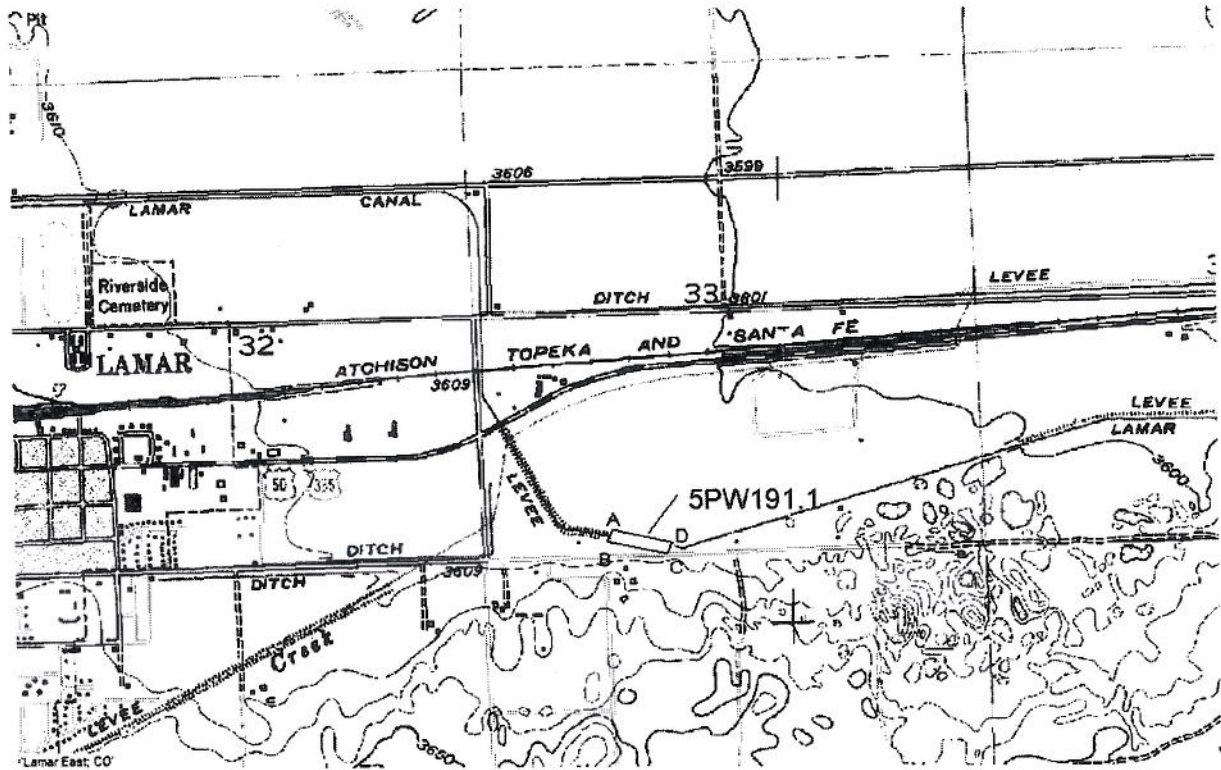
# 5PW191.1 Lamar Canal segment



contour interval = 2 meters



# 5PW191.1 Lamar Canal



Scale: 1:24,000  
Lamar East 7.5' Quadrangle



5PW191.1 Lamar Canal, view of the eastern portion of the recorded segment in the project area. View looks east.



5PW191.1 Lamar Canal, view of the western portion of the recorded segment in the project area. View looks west.



5PW191.1 Lamar Canal, view of the eastern portion of the recorded segment in the project area. View looks east.



5PW191.1 Lamar Canal, view of the western portion of the recorded segment in the project area. View looks west.



Resource Number: 5PW191.2

Temporary Resource Number: LAM-4

**Management Data Form**

(page 2 of 4)

13. USGS Quad: Lamar East 7.5' X 15' Date(s): 1953 (1979) (attach photocopy)

14. County: Prowers 15. Other Maps: \_\_\_\_\_

16. UTM Reference:

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

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

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

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

17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_

18. Location/Access: From the junction of Highway 297 (Main St) and Highway 50 (Olive St) in Lamar, take Hwy 50 east for 1.7 miles. Turn right (south) onto unnamed county road, crossing the entrenched Willow Creek. After crossing creek turn immediately right (west) onto dirt road that parallels the canal (Feature 2). Follow this road for 0.25 mile to the junction of two canal segments (this site).

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)

<input type="checkbox"/> mountain	<input type="checkbox"/> ledge	<input type="checkbox"/> playa
<input type="checkbox"/> hill	<input type="checkbox"/> terrace/bench	<input type="checkbox"/> talus slope
<input type="checkbox"/> tableland/mesa	<input type="checkbox"/> canyon	<input type="checkbox"/> alluvial fan
<input type="checkbox"/> ridge	<input type="checkbox"/> valley	<input type="checkbox"/> plain
<input type="checkbox"/> saddle/pass	<input type="checkbox"/> basin	<input type="checkbox"/> dune
<input type="checkbox"/> alcove/rockshelter	<input checked="" type="checkbox"/> floodplain	_____
<input type="checkbox"/> cliff	<input type="checkbox"/> cutbank	_____
<input type="checkbox"/> slope	<input type="checkbox"/> arroyo/gully	_____

20. Site Topographic Description (mention named landforms): Located on the southern floodplain of the Arkansas River and along Willow Creek.

21. Site Elevation: 3610 feet = (x .3048) 1100 meters 22. Aspect: open

23. Degree of Slope on Site: 0-10 degrees 24. Soil Depth: 100 + cm

25. Soil Description (character and color): Light brown silty loam

26. Depositional Environment:

<input checked="" type="checkbox"/> Aeolian	<input type="checkbox"/> Colluvial	<input type="checkbox"/> Residual
<input checked="" type="checkbox"/> Alluvial	<input type="checkbox"/> Moraine	<input type="checkbox"/> None
<input type="checkbox"/> Other, specify; _____		

27. Nearest Water: name/nature: Willow Creek / Lamar Canal distance: 0 m 0 ft.

28. Nearest Permanent Water: name: Arkansas River distance: 1900 m 6234 ft. To N

29. Vegetation on Site (list predominant species): grasses and vetch planted along bank for stabilization - very sparse in this area.

30. Vegetation Associations/Communities Surrounding Site: Riparian community along Willow Creek to west and along Arkansas River to north (Big Timbers).

Resource Number: 5PW191.2  
Temporary Resource Number: LAM-4

**Management Data Form**  
(page 3 of 4)

**IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**

31. Context or Theme: Holleran, Irrigation and Water Supply Ditches and Canals; Southern Frontier Agricultural Development; Engineering: Irrigation

32. Applicable National Register Criteria:  
X 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
- 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

33. Condition

- |                                    |  |
|------------------------------------|--|
| a. <u>Architectural/Structural</u> | b. <u>Archaeological/Paleontological</u>                 |
| Excellent                          | <input type="checkbox"/> Undisturbed                     |
| <u>x</u> Good                      | <input type="checkbox"/> Light disturbance               |
| Fair                               | <input checked="" type="checkbox"/> Moderate disturbance |
| Deteriorated                       | <input checked="" type="checkbox"/> Heavy disturbance    |
| Ruins                              | <input type="checkbox"/> Total disturbance               |

34. Describe condition: Canal condition is good, although recent stabilization efforts are apparent. Chunks of concrete have been laid along the banks for stabilization and recent work has impacted the canal. Portions of the canal gates were rebuilt or improved in 1995 ("3-10-1995, Herb Morlan" scratched in concrete before it dried).

35. Vandalism: yes X no  describe: Signpost at the segment has been vandalized between initial recording in 2003 and the visit of revisions in 2008.

36. National Register Eligibility Field Assessment: Eligible  Not Eligible X Need Data

Statement of Significance/N.R.H.P. Justification: Site 5PW191.2 does not retain the integrity necessary for eligibility to support the assumed eligibility to the NRHP of the Lamar Canal. Modern improvements have compromised the site's integrity including new concrete retaining walls and headgates. This site does not retain the feel of an historic canal at this location. It does have significance under Criterion a, but its lack of integrity precludes consideration as a segment of the entire linear resource that would support its eligibility. No other evidence was found to support significance under the other National Register criteria.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no x discuss: This is an isolated linear feature.



Resource Number: 5PW191.2  
Temporary Resource Number: LAM-4

**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: Site located within the proposed U.S. 287 Bypass
40. Existing Protection: None  Marked  Fenced  Patrolled  Access controlled   
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: No further work is recommended for this project.

**VI. DOCUMENTATION**

44. Previous Actions Accomplished at the site: none known
- 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): Kesler, H.H. (1986) *Lamar, Colorado, 1886-1986, 100 All-American Years*. Kes-Print, Shawnee Mission, Kansas, p.57. Manuscript on file at Denver Public Library, Western History Department; Dan Neuhold, District Water Commissioner, Lamar.
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-35; #2008-43 Collection Authorized: yes  no   
Artifact Collection: Yes  No  Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics  Grab Sample  Random Sample  Transect   
Other (specify): \_\_\_\_\_
48. Photograph Numbers: Roll CH2M-1, exp.22-23, 28-30 Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado, 2008 Revision.
50. Recorder(s): C. Muniz, S. Mehls Date(s): May 14, 2003, May 13, 2008
51. Recorder Affiliation: WCRM, Inc.  
Phone Number: 303-449-1151







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

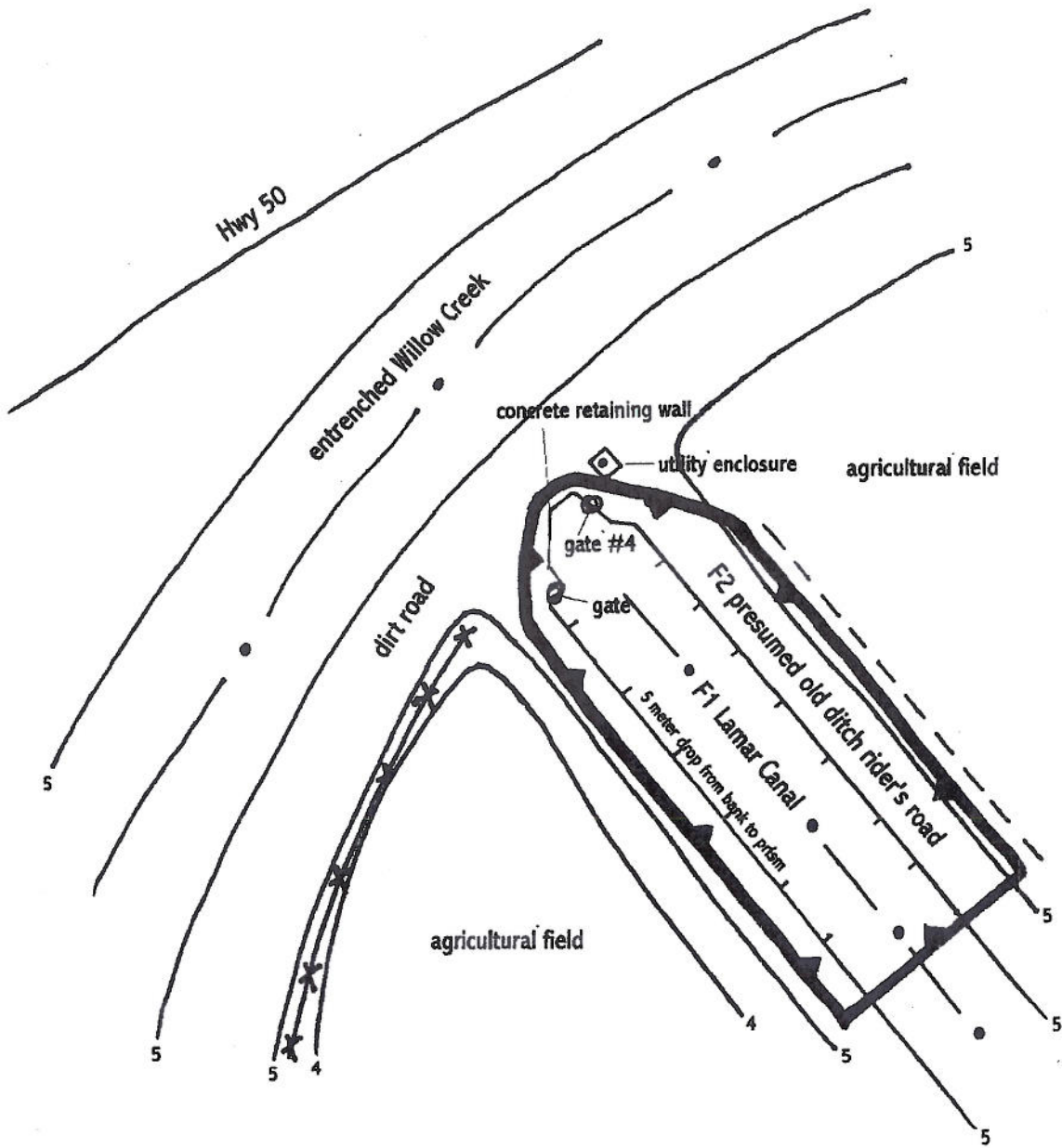
# 5PW191.2 Lamar canal segment



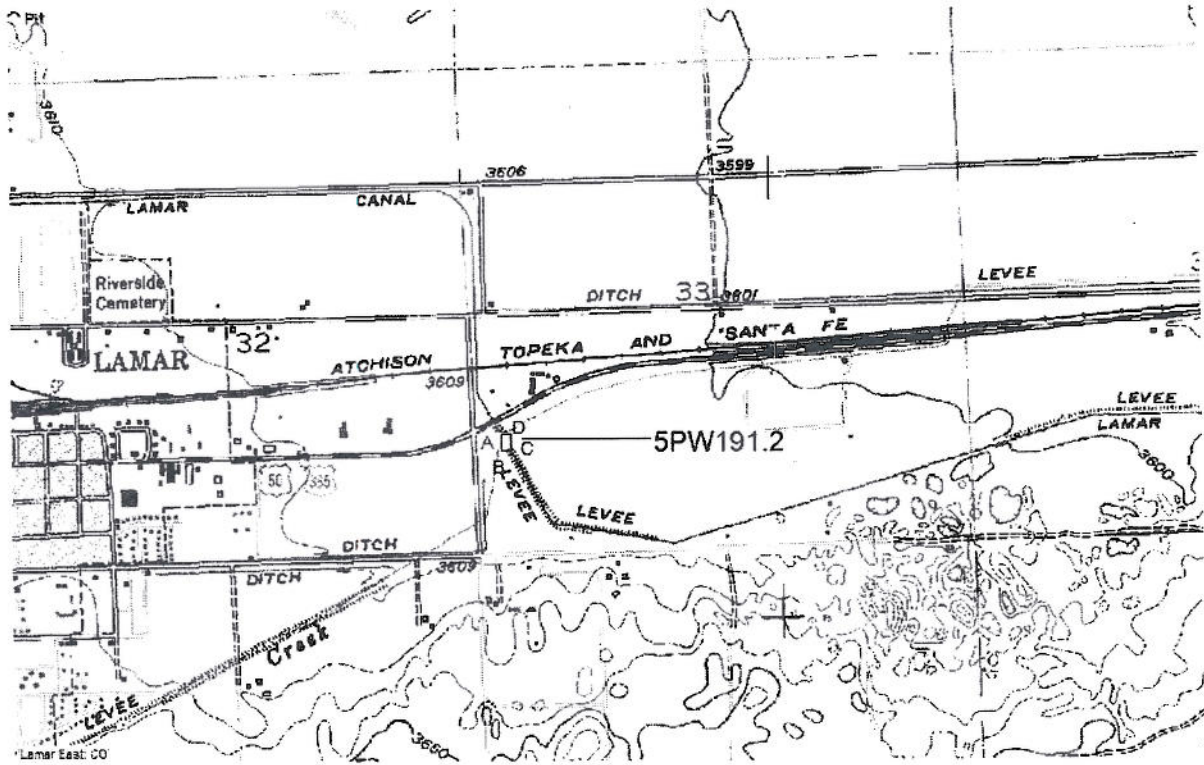
10 m

contour interval = 1 meter

-  datum
-  site boundary
-  topographic contour
-  modern irrigation ditch
-  fence
-  intermittent water
- F = feature



# 5PW191.2 Lamar Canal



Scale: 1:24,000  
Lamar East 7.5' Quadrangle



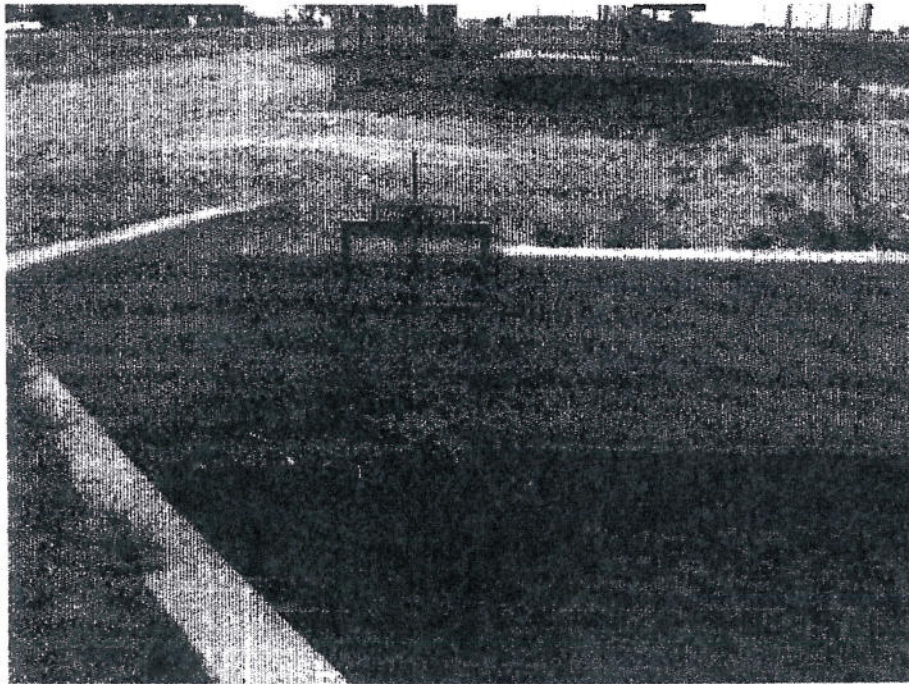
5PW191.2 Lamar Canal, view of the eastern portion of the recorded segment in the project area. View looks southeast with gate in foreground.



5PW191.2 Lamar Canal, view of the western portion of the recorded segment in the project area. View looks north-northwest with gate in background.



5PW191.2 Lamar Canal, view of the western portion of the ditch riders path in the project area. View looks north-northwest.



5PW191.2 Lamar Canal, view of a headgate in the recorded segment in the project area. View looks north-northeast with gate in background.

COLORADO CULTURAL RESOURCE SURVEY  
Linear Component Form  
(page 1 of 2)

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): 5PW191.2
2. Temporary Resource Number: LAM-4
3. Resource Name: Segment of the Lamar Canal
4. Record of: Entire resource  Segment

**II. RESOURCE DESCRIPTION**

5. Resource Type: Road  Railroad  Ditch/Canal  Trail   
Other (specify): \_\_\_\_\_
6. Resource Description: The Lamar Canal is crossed by the footprint of the current project area in two locations separated by 500 meters (5PW191.2, 5PW191.1). The Lamar Canal is located on the southern flood plain of the Arkansas River and was constructed in 1875 by A.R. Black to carry water from Lamar to the McMillan Ranch. At this location the recorded segment measures 37 meters by 85 meters and the canal prism (Feature 1) measures about 17 meters in width at the top of the banks and narrows to about 5 meters wide at the prism base. The canal measures approximately 5 meters in depth. Water was flowing in the canal at the time of recording. An improved ditch rider's road (Feature 2) parallels the canal on the east side. Feature 2 is set about 2 meters east of the canal's east bank. Other features include a headgate and a gate set into a concrete retaining wall, Features 3 and 4 respectively. Both gates are made of metal and have screw mechanisms to raise and lower the gates.
7. Original use: Agricultural irrigation  
Current use: Agricultural irrigation
8. Modifications (describe): Much of the canal and associated features were likely rebuilt at least once after the 1965 Lamar flood. Chunks of concrete have been laid along the banks for stabilization and recent work has impacted the canal. Portions of the canal gates and concrete retaining wall were rebuilt in 1995 ("3-10-1995, Herb Morlan" scratched in concrete before it dried. The signpost on the site has been vandalized since 2003 based on comparative field descriptions. Agricultural fields are located immediately east and west of the canal, and the unimproved dirt road that is presumed to be the ditch rider's road (Feature 2) is heavily utilized by farming traffic. A recent concrete-lined irrigation ditch lies east of this site. A modern utility station is located just northeast of the site boundary.
9. Extent of Resource: Canal continues to the southeast beyond the boundary of the current project area. The point of diversion is west of the City of Lamar on the Arkansas River and the canal extends generally east for approximately 20 miles to the Granada vicinity.
10. Associated Artifacts: None
11. Associated Features or Resources: Feature 1, prism; Feature 2, ditch rider's road, Features 3 and 4, metal headgates.

Resource Number: 5PW191.2

Temporary Resource Number: LAM-4

### Linear Component Form

(page 2 of 2)

#### III. RESEARCH INFORMATION

12. Architect/Engineer: A.R. Black  
Source of Information/Justification: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, page 57. Manuscript on file at Denver Public Library (DPL), Western History Department.
13. Builder: A.R. Black  
Source of Information: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, p. 57. Ms. On file at DPL, Western History Department.
14. Date of Construction/Date Range: 1875  
Source of Information: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, p. 57. Ms. on file at DPL, Western History Department.
15. Historical/Archival Data: The Lamar Canal was the second ditch built by A. R. Black and was constructed in 1875. It carried water from Lamar to the McMillan Ranch (Kesler 1986:57). Other information regarding the flood impacts and improvements to the ditch was obtained from Dan Nuehold, Water Commissioner for the Lamar area.
16. Prehistoric Cultural Affiliation: none

#### IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource: Eligible  (assumed) Not eligible  Need data   
Is this an official (OAHP) determination? Yes  No  Date \_\_\_\_\_  
Is this a field determination? Yes  No   
Remarks/justification: This site does not retain the integrity necessary for it to support the eligibility of the entire linear resource for inclusion in the NRHP. Modern improvements have compromised the site's historic fabric and feeling in the part recorded here. This site does not retain the feel of an historic canal at this location based on reconnaissance of the site beyond the boundaries of the current project area while the entire canal is assumed to be eligible based on those same observations.
18. Eligibility of the segment being recorded:  
Contributing  Non-contributing  Not applicable   
Remarks/justification: The site is assumed to be eligible and but this segment does not support that overall eligibility of the canal due to the segment's lack of integrity stemming from modern changes, and bank stabilization that have compromised the segment's historic fabric and feeling and altered the materials and workmanship of the historic canal.
19. Recorder(s): C. Muniz; S. Mehls 20. Date(s): May 14, 2003, May 13, 2008.

Colorado Historical Society  
Office of Archaeology and Historic Preservation  
1300 Broadway, Denver, CO 80203

COLORADO CULTURAL RESOURCE SURVEY  
**Management Data Form**  
(page 1 of 4)

OAHP1400

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: 5PW192.1      2. Temporary Resource Number: LAM-3
3. Attachments (check as many as apply)
- Prehistoric Archaeological Component \_\_\_\_\_
  - Historic Archaeological Component \_\_\_\_\_
  - Historic Architectural Component Form \_\_\_\_\_
  - Sketch/Instrument Map (required)
  - U.S.G.S. Map Photocopy (required)
  - Photograph(s)
  - Other, specify: Linear Component Forms
4. Official determination (OAHP use only)
- \_\_\_\_\_ Determined
  - \_\_\_\_\_ Determined Not Eligible
  - \_\_\_\_\_ Nominated
  - \_\_\_\_\_ Need Data
  - \_\_\_\_\_ Contributing to NR Dist.
  - \_\_\_\_\_ Not Contributing to NR Dist.

**I. IDENTIFICATION**

5. Resource Name: Fort Bent Canal segment
6. Project Name/Number: CM2M-287 / CH2m - LAM
7. Government Involvement: Local \_\_\_\_\_ State  Federal \_\_\_\_\_  
Agency: Colorado Department of Transportation
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)  object(s) \_\_\_\_\_  
in existing National Register District? yes \_\_\_\_\_ no  name \_\_\_\_\_
9. Owner(s)'s Name and Address: Joe Spitz, Four States Feedyard, Inc., 9122 County Road HH, Lamar, Colorado 81052 and Fort Bent Ditch Company.
10. Boundary Description and Justification: The boundary is denoted by the edges of the canal, features, and associated ditch rider's path as it crosses the proposed right-of-way of the U.S. 287 Bypass. The boundaries and dimensions below (item 11) do not include the entire canal system, only the recorded portion.
11. Site/Property Dimensions: 81 m x 22 m Area: 1,782 m<sup>2</sup> (.4047) 0.44 acres  
Area was calculated as: Length x Width X OR (length X width) X .785 \_\_\_\_\_  
rectangle/square ellipse

**II. LOCATION**

12. Legal Location
- PM 6 Township 23S Range 46W Section 4 SE 1/4 of SW 1/4 of SE 1/4 of NW 1/4  
PM \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ 1/4 of 1/4 of 1/4 of 1/4  
if section is irregular, explain alignment method: Aligned from the SW corner of Section 4 along southern boundary.



Resource Number: 5PW192.1  
Temporary Resource Number: LAM-3

**Management Data Form**  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5' X 15' Date(s): 1953 (1979) (attach photocopy)  
14. County: Prowers 15. Other Maps: \_\_\_\_\_  
16. UTM Reference:  
A. 1 3 ; 7 1 1 5 8 4 mE 4 2 1 7 0 5 8 mN  
B. 1 3 ; 7 1 1 5 8 4 mE 4 2 1 7 0 0 0 mN  
C. 1 3 ; 7 1 1 7 2 4 mE 4 2 1 7 0 0 4 mN  
D. 1 3 ; 7 1 1 6 6 0 mE 4 2 1 7 0 4 2 mN  
17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_  
18. Location/Access: From the junction of Highway 297 (Main St) and Highway 50 (Olive St) in Lamar, take Hwy 50 east for 1.7 miles. Turn right (south) onto an unnamed county road, crossing another segment of the Lamar ditch (LAM-5). Travel south 0.8 miles on county road to where it crosses the Fort Bent canal.

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)

<input type="checkbox"/> mountain	<input type="checkbox"/> ledge	<input type="checkbox"/> playa
<input type="checkbox"/> hill	<input type="checkbox"/> terrace/bench	<input type="checkbox"/> talus slope
<input type="checkbox"/> tableland/mesa	<input type="checkbox"/> canyon	<input type="checkbox"/> alluvial fan
<input type="checkbox"/> ridge	<input type="checkbox"/> valley	<input type="checkbox"/> plain
<input type="checkbox"/> saddle/pass	<input type="checkbox"/> basin	<input type="checkbox"/> dune
<input type="checkbox"/> alcove/rockshelter	<input checked="" type="checkbox"/> floodplain	_____
<input type="checkbox"/> cliff	<input type="checkbox"/> cutbank	_____
<input type="checkbox"/> slope	<input type="checkbox"/> arroyo/gully	_____

20. Site Topographic Description (mention named landforms): Located east of Willow Creek and west of Clay Creek.  
21. Site Elevation: 3660 feet = (x .3048) 1116 meters 22. Aspect: open  
23. Degree of Slope on Site: 0-8 degrees 24. Soil Depth: 100 + cm  
25. Soil Description (character and color): Light brown silty loam  
26. Depositional Environment:  
 Aeolian  Colluvial  Residual  
 Alluvial  Moraine  None  
 Other, specify; \_\_\_\_\_  
27. Nearest Water: name/nature: Willow Creek distance: 1800 m 5906 ft. To WNW  
28. Nearest Permanent Water: name: Arkansas River distance: 3200 m 10,499 ft. To N  
29. Vegetation on Site (list predominant species): grasses, sage  
30. Vegetation Associations/Communities Surrounding Site: Riparian community along Willow Creek and Clay Creek drainages.

Resource Number: 5PW192.1  
Temporary Resource Number: LAM-3

**Management Data Form**  
(page 3 of 4)

**IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**

31. Context or Theme: Holleran, Irrigation and Water Supply Ditches and Canals; Southern Frontier Agricultural Development; Engineering: Irrigation

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

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

33. Condition

a. Architectural/Structural

b. Archaeological/Paleontological

Excellent

Undisturbed

Good

Light disturbance

Fair

Moderate disturbance

Deteriorated

Heavy disturbance

Ruins

Total disturbance

34. Describe condition: Canal condition at 5PW192.1 is good and banks appear stable. There was no water in the canal at time of recording. 1989-90 construction of county road has impacted the site.

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment:

Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: The Fort Bent Canal has significant associations with the early agricultural development and water resource utilization in the Lamar area and thus is considered eligible under Criterion a. The canal may also have significance under Criterion c in other areas, but there is nothing of engineering significance in the current project area because it has no engineering features such as weirs or gates. No information was found to support eligibility under Criteria b or d.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: This is an isolated linear feature.

Resource Number: 5PW192.1  
Temporary Resource Number: LAM-3

**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: Site located within the proposed U.S. 287 Bypass
40. Existing Protection: None  Marked  Fenced  Patrolled  Access controlled   
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: If the resource is to be impacted by this project it is suggested that it be photo-documented prior to disturbance if it cannot be avoided

**VI. DOCUMENTATION**

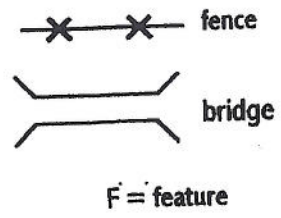
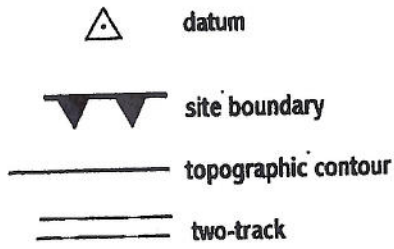
44. Previous Actions Accomplished at the site: none known  
a. Excavations: Test  Partial  Complete  Date(s): \_\_\_\_\_  
b. Stabilization: Date(s): \_\_\_\_\_  
c. HABS/HAER Documentation: Date(s) & Numbers: \_\_\_\_\_  
d. Other: \_\_\_\_\_
45. Known collections/reports/interviews and other references (list): Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, p.57. Manuscript on file at Denver Public Library, Western History Department; Dan Neuhold, District Water Commissioner, Lamar.
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-35; #2008-43 Collection Authorized: yes  no   
Artifact Collection: Yes  No  Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics  Grab Sample  Random Sample  Transect   
Other (specify): \_\_\_\_\_
48. Photograph Numbers: Roll CH2M-1, exp. 12-16 Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado; 2008 Revision
50. Recorder(s): C. Muniz, S. Mehls Date(s): May 13, 2003, May 12, 2008
51. Recorder Affiliation: WCRM, Inc., PO Box 2326, Boulder, CO 80306  
Phone Number: 303-449-1151

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

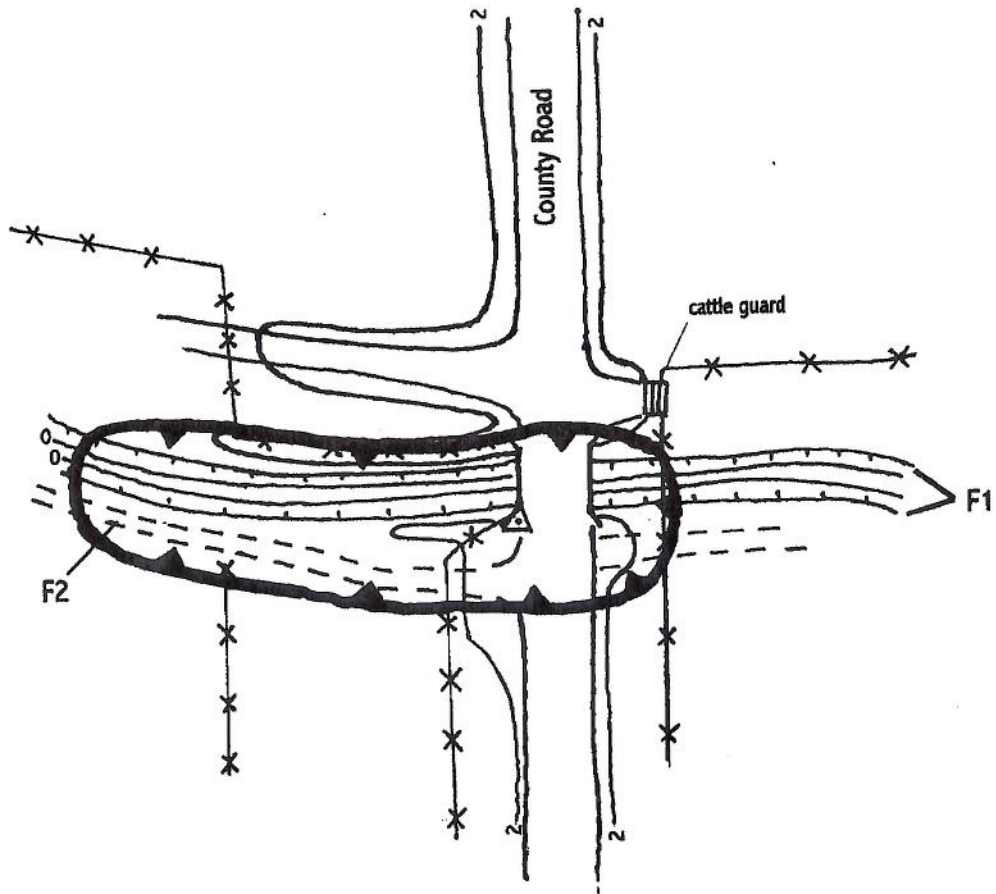
Colorado Historical Society - Office of Archaeology & Historic Preservation,  
1300 Broadway, Denver, CO 80203  
303-866-3395

5PW192.1

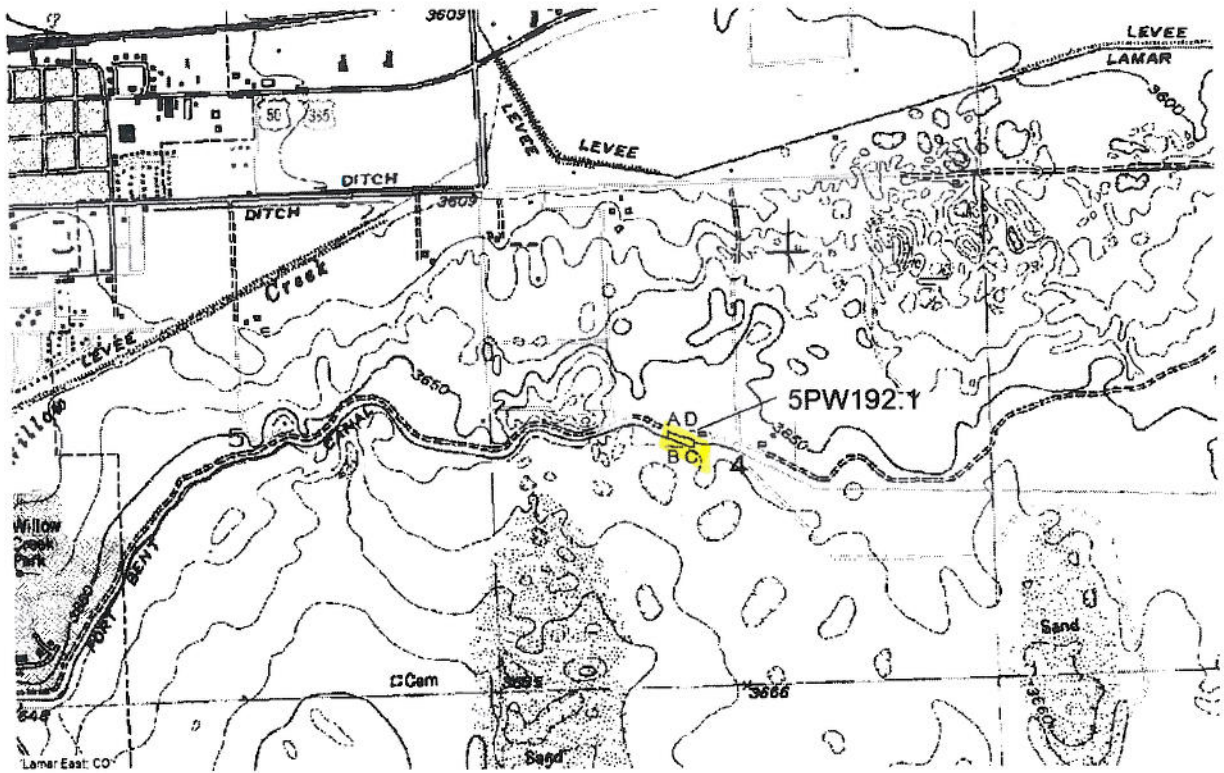
# Fort Bent Canal



contour interval = 2 meters



# 5PW192.1 Fort Bent Canal



Scale: 1:24,000  
Lamar East 7.5' Quadrangle



5PW192.1 Fort Bent Canal, view of the eastern portion of the recorded segment in the project area. View looks east.



5PW192.1 Fort Bent Canal, view of the western portion of the recorded segment in the project area. View looks west.

COLORADO CULTURAL RESOURCE SURVEY  
Linear Component Form  
(page 1 of 2)

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): 5PW192.1
2. Temporary Resource Number: LAM-3
3. Resource Name: Fort Bent Canal
4. Record of: Entire resource  Segment

II. RESOURCE DESCRIPTION

5. Resource Type: Road  Railroad  Ditch/Canal  Trail   
Other (specify): \_\_\_\_\_
6. Resource Description: Site 5PW192.1 is a segment of the Fort Bent Canal. The Fort Bent Canal was first known as the Colorado and Kansas Ditch. Part of Colorado Water District Number 67, the largest in the state, the Fort Bent canal was built in the 1880s by the Koen brothers. This canal ran from the mouth of Muddy Creek to a point eight miles southeast of Coolidge, Kansas (Kesler 1986:57). At this location the recorded segment is 81 meters by 22 meters and the canal is approximately 2 meters deep and 7 meters wide. It is bisected at this location by an unnamed county road, which was constructed sometime during the period 1989-1990 (County road does not appear on Lamar East 7.5' quadrangle 1953, Photorevised in 1979). Traces of an old two-track road 2-3 meters wide (Feature 2) are present, paralleling the canal to the south. A more recent two-track road parallels the canal to the north - this road leads to a feed lot to the west and to a private residence to the east. The road has been closed by the use of a soil berm and gate east of the county road.
7. Original use: Agricultural irrigation  
Current use: Agricultural irrigation
8. Modifications (describe): County road and bridge constructed over the canal ca. 1988-90.
9. Extent of Resource: Canal continues to the east and west for an unknown distance. Only the portion of the canal present in the project area was recorded at this time. The canal and associated ditch rider's path is approximately 30 miles long from the point of diversion south of McClave, CO on the Arkansas River east to a point about five miles east of Lamar where the last of the agricultural water is used.
10. Associated Artifacts: none
11. Associated Features or Resources: Feature 1 is the canal prism and Feature 2 is the old ditch rider's road that parallels canal to the south.

Resource Number: 5PW192.1

Temporary Resource Number: LAM-3, Feature 1

**Linear Component Form**

(page 2 of 2)

**III. RESEARCH INFORMATION**

12. Architect/Engineer: Koen brothers  
Source of information/justification: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, page 57. Manuscript on file at Denver Public Library, Western History Department.
13. Builder: Koen brothers  
Source of Information: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, page 57. Manuscript on file at Denver Public Library, Western History Department.
14. Date of Construction/Date Range: 1886 (Adjudicated April 1, 1886)  
Source of Information: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, page 57. Manuscript on file at Denver Public Library, Western History Department and Dan Neuhold, Water Commissioner, Lamar.
15. Historical/Archival Data: The Fort Bent Canal was first known as the Colorado and Kansas Ditch and was built by the Koen brothers from the mouth of Muddy Creek to a point eight miles southeast of Coolidge, Kansas. The decree was for 228.51 second feet (Kesler 1986:57).
16. Prehistoric Cultural Affiliation: none

**IV. MANAGEMENT RECOMMENDATIONS**

17. Eligibility of entire resource:  
Eligible  Not eligible  Need data   
Is this an official (OAHP) determination? Yes  No  Date \_\_\_\_\_  
Is this a field determination? Yes  No   
Remarks/justification: The Fort Bent Canal has significant associations with the early agricultural development and water resource utilization in the Lamar area and thus is considered eligible under Criterion a. The canal water lands south of the Arkansas River from the area west of Lamar to lands approximately four miles east of the proposed Bypass.
18. Eligibility of the segment being recorded:  
Contributing  Non-contributing  Not applicable   
Remarks/justification: Other segments of the Fort Bent Canal in Bent County have been determined officially eligible to the NRHP. This portion of the canal has good integrity and shares the Criterion a significance with the remainder of the canal.
19. Recorder(s): C. Muniz, S. Mehls 20. Date(s): May 13, 2003, May 12, 2008

Colorado Historical Society  
Office of Archaeology and Historic Preservation  
1300 Broadway, Denver, CO 80203  
303-866-3395





Resource Number: 5PW193.1  
Temporary Resource Number: LAM-7

**Management Data Form**  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5'  15' Date(s): 1953 (1979) (attach photocopy)  
14. County: Prowers 15. Other Maps: \_\_\_\_\_  
16. UTM Reference:  
A. 1 3; 7 1 0 6 2 0 mE 4 2 2 1 1 6 0 mN  
B. 1 3; 7 1 0 6 2 0 mE 4 2 2 1 1 3 3 mN  
C. 1 3; 7 1 0 7 2 0 mE 4 2 2 1 1 3 3 mN  
D. 1 3; 7 1 0 7 2 0 mE 4 2 2 1 1 6 0 mN

17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_  
18. Location/Access: From the junction of Highway 297 (Main St) and Highway 196 north of Lamar, drive east on Hwy 196 for 1.15 miles. Walk south approximately 70 meters to site. Call landowner prior to visiting site.

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)

<input type="checkbox"/> mountain	<input type="checkbox"/> ledge	<input type="checkbox"/> playa
<input type="checkbox"/> hill	<input type="checkbox"/> terrace/bench	<input type="checkbox"/> talus slope
<input type="checkbox"/> tableland/mesa	<input type="checkbox"/> canyon	<input type="checkbox"/> alluvial fan
<input type="checkbox"/> ridge	<input type="checkbox"/> valley	<input type="checkbox"/> plain
<input type="checkbox"/> saddle/pass	<input type="checkbox"/> basin	<input type="checkbox"/> dune
<input type="checkbox"/> alcove/rockshelter	<input checked="" type="checkbox"/> floodplain	_____
<input type="checkbox"/> cliff	<input type="checkbox"/> cutbank	_____
<input type="checkbox"/> slope	<input type="checkbox"/> arroyo/gully	_____

20. Site Topographic Description (mention named landforms): Located on the northern floodplain of the Arkansas River.  
21. Site Elevation: 3620 feet = (x .3048) 1103 meters 22. Aspect: open  
23. Degree of Slope on Site: 0-2 degrees 24. Soil Depth: 100 + cm  
25. Soil Description (character and color): Light brown silty loam  
26. Depositional Environment:  
 Aeolian  Colluvial  Residual  
 Alluvial  Moraine  None  
\_\_\_\_ Other, specify; \_\_\_\_\_  
27. Nearest Water: name/nature: unnamed intermittent stream distance: 300 m 984ft. To SW  
28. Nearest Permanent Water: name: Arkansas River distance: 1000 m 3,281 ft. To S  
29. Vegetation on Site (list predominant species): grasses, sedges, sage, yucca; property currently used for grazing land for cattle.  
30. Vegetation Associations/Communities Surrounding Site: Riparian community along Arkansas River - Big Timbers area.

Resource Number: 5PW193.1  
Temporary Resource Number: LAM-7

**Management Data Form**  
(page 3 of 4)

**IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**

31. Context or Theme: Holleran, Irrigation and Water Supply Ditches and Canals; Southern Frontier Agricultural Development; Engineering: Irrigation

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
- 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

33. Condition

a. Architectural/Structural

Excellent  
 Good  
Fair  
Deteriorated  
Ruins

b. Archaeological/Paleontological

Undisturbed  
 Light disturbance  
 Moderate disturbance  
 Heavy disturbance  
 Total disturbance

34. Describe condition: Site condition is good with moderate impacts due to grazing cattle. No water was present in canal at time of recording.

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment: Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: The overall site 5PW193 is assumed to be eligible but the portion recorded as 5PW193.1 has only fair integrity. It is unable to carry water. It has been not modified by modern construction and still retains the feel of historic ditch. However, the ditch across the project area has been abandoned and rerouted west of the project area and this has denigrated the condition of the site. The age of the ditch is estimated to be 60 years old. The site is a field drainage ditch and does not divert water to fields for irrigation. The ditch does not have sufficient historic associations to be considered eligible under Criterion a or b, or the engineering characteristics and features to be considered eligible under Criterion c. No materials were observed to indicate that the site contains any archaeological research potential and thus it is not recommended eligible under Criterion d.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: This is an isolated linear feature.

Resource Number: 5PW193.1  
Temporary Resource Number: LAM-7

**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: Site located within the proposed U.S. 287 Bypass
40. Existing Protection: None  Marked  Fenced  Patrolled  Access controlled   
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: No further work is recommended for this project.

**VI. DOCUMENTATION**

44. Previous Actions Accomplished at the site: none known  
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): Dan Neuhold, District Water Commissioner, Lamar
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-32; 2008-43 Collection Authorized: yes  no   
Artifact Collection: Yes  No  Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics  Grab Sample  Random Sample  Transect   
Other (specify): \_\_\_\_\_
48. Photograph Numbers: Roll CH2M-2, exp. 8-10 Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado, Revised 2008
50. Recorder(s): C. Muniz, S. Mehls Date(s): May 14, 2003, May 13, 2008
51. Recorder Affiliation: WCRM, Inc., PO Box 2326, Boulder, CO 80306  
Phone Number: 303-449-1151

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

Colorado Historical Society - Office of Archaeology & Historic Preservation,  
1300 Broadway, Denver, CO 80203  
303-866-3395

# 5PW193.1 Vista del Rio ditch segment



10 m

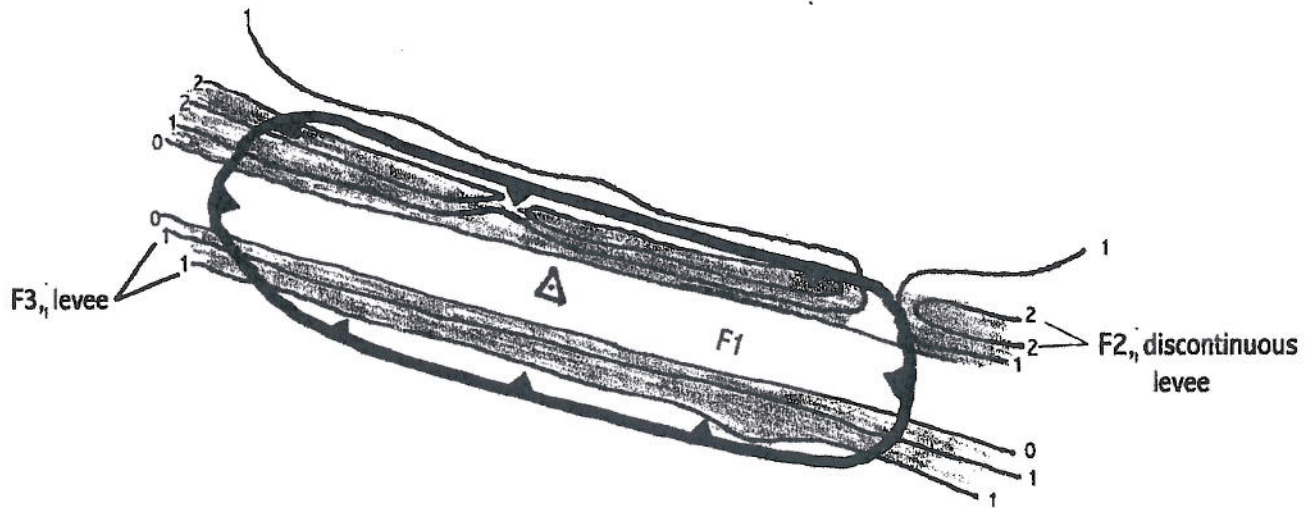
contour interval = 1 meter

△ datum

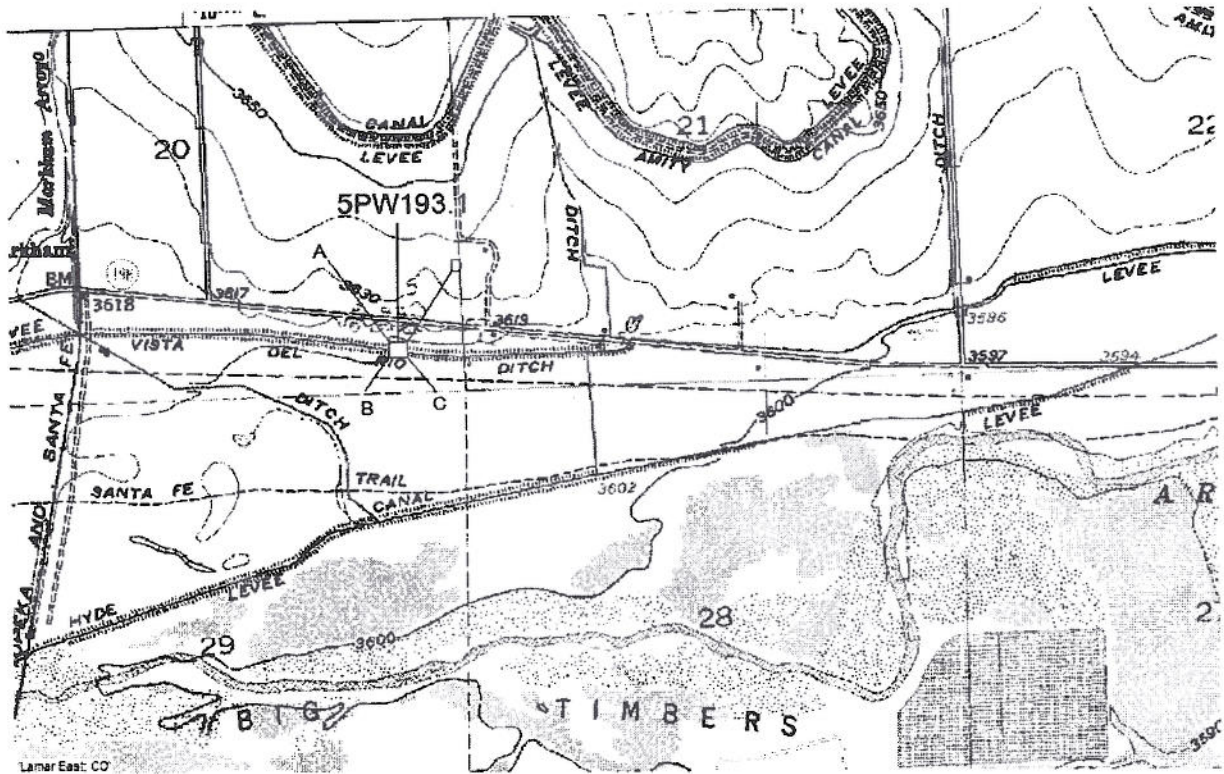
▽▽ site boundary

— topographic contour

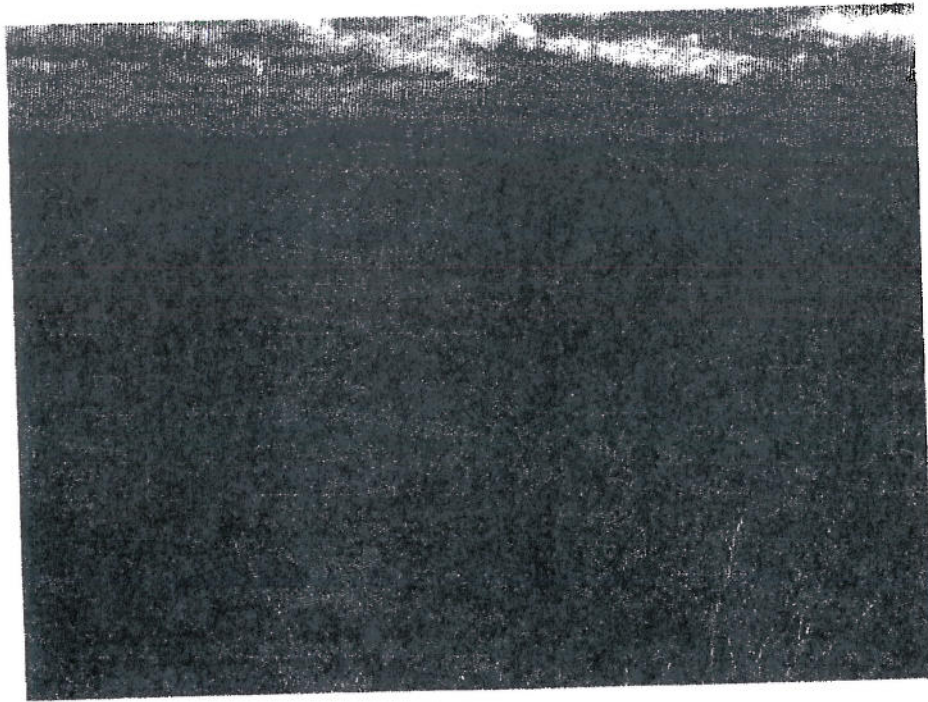
F = feature



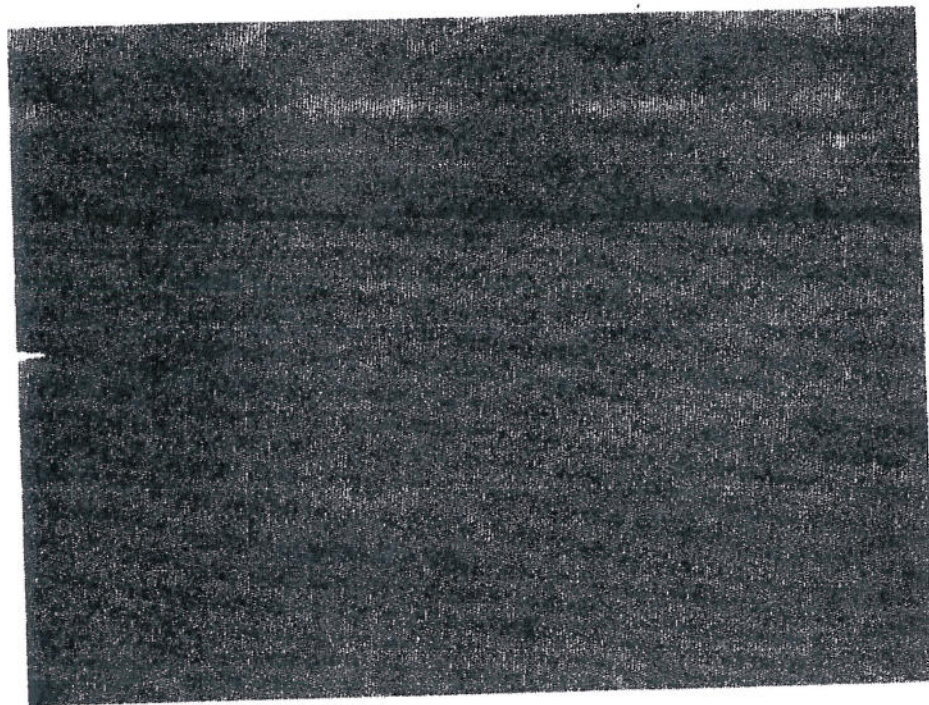
# 5PW193.1 Vista Del Rio Ditch



Scale: 1:24,000  
Lamar East 7.5' Quadrangle



5PW193.1 Vista Del Rio Ditch, view of the recorded segment in the project area. View looks east with berms on either side of the overgrown channel.



5PW193.1 Vista Del Rio Ditch, view of the recorded segment in the project area. View looks west with berms on either side of the overgrown channel with bucket partially visible on the left side of image.

COLORADO CULTURAL RESOURCE SURVEY  
Linear Component Form  
(page 1 of 2)

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): 5PW193.1
2. Temporary Resource Number: LAM-7, Feature 1
3. Resource Name: Vista del Rio ditch
4. Record of: Entire resource  Segment

**II. RESOURCE DESCRIPTION**

5. Resource Type: Road  Railroad  Ditch/Canal  Trail   
Other (specify): \_\_\_\_\_
6. Resource Description: 5PW193.1 is a segment of the Vista del Rio Ditch located on the northern floodplain of the Arkansas River. At this location the recorded segment measures approximately 100 meters east-west and 27 meters north-south, and is located to the south of, and roughly paralleling, State Highway 196. The overall ditch commence north of the Arkansas River and runs for approximately 17 miles from near Wiley, Colorado south and then east, ending at Big sandy Creek. The recorded portion of the ditch was not holding water when recorded, and is located in a field utilized for cattle grazing. The ditch prism (Feature 1) has a flat bottom and measures approximately 10 meters wide and approximately 50 centimeters in depth. Low levee berms (Features 2 and 3) run east-west along both edges of the canal. Feature 2 is located to the north of the ditch and rises approximately 2 meters from the ditch prism. Feature 2 is constructed from earth excavated from the ditch and is discontinuous (see site map), apparently from natural erosion exacerbated by cattle trampling. Feature 3 is located to the south of the ditch and rises approximately 1 meter from the ditch prism; this feature shows greater erosion and less constructed form than Feature 2, and may not have ever been as high as Feature 2.
7. Original use: Agricultural field drainage  
Current use: Abandoned in surveyed portion
8. Modifications (describe): rerouted into a new channel west of the project area; segment in the project area has been abandoned.
9. Extent of Resource: Ditch and levees continue to the east and west from the project area and the overall field drain is 11 miles long. Only the portions of the ditch and levees present in the project area was recorded at this time. As a drain the ditch does not have a point of diversion but the water is returned to the Big Sandy and the Arkansas. The drain covers many of the lands served by the Hyde Ditch (see site 5PW194.1).
10. Associated Artifacts: none
11. Associated Features or Resources: Feature 1 is the canal prism and Feature 2 is a berm/levee, parallels ditch to the north. Feature 3 is a berm/levee, parallels ditch to the south.



Resource Number: 5PW193.1

Temporary Resource Number: LAM-7, Feature 1

### Linear Component Form

(page 2 of 2)

#### III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown  
Source of information/justification: \_\_\_\_\_
13. Builder: Unknown  
Source of Information: \_\_\_\_\_
14. Date of Construction/Date Range: ca. 1940-1950  
Source of Information: Comparative map studies and Dan Neuhold p.c. May 15, 2008.
15. Historical/Archival Data: Map data available from Denver Public Library, Western History Department; p.c. with Dan Neuhold, District Water Commissioner, Lamar.
16. Prehistoric Cultural Affiliation: none

#### IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource: Eligible  (assumed) Not eligible \_\_\_\_\_ Need data \_\_\_\_\_  
Is this an official (OAHP) determination? Yes \_\_\_\_\_ No  Date \_\_\_\_\_  
Is this a field determination? Yes  No \_\_\_\_\_  
Remarks/justification: This site does not retain the integrity necessary for it to support the eligibility of the entire linear resource for inclusion in the NRHP. Modern improvements have led to the abandonment of the ditch within the proposed U.S. 287 Bypass. As a result the site's historic fabric and feeling in the part recorded here have been compromised. This site does not retain the feel of an historic drainage at this location based on reconnaissance of the site beyond the boundaries of the current project area while the entire canal is assumed to be eligible based on those same observations.
18. Eligibility of the segment being recorded:  
Contributing \_\_\_\_\_ Non-contributing \_\_\_\_\_ Not applicable   
Remarks/justification: The site is assumed to be eligible and but this segment does not support that overall eligibility of the canal due to the segment's lack of integrity stemming from neglect and abandonment leading to breaching of the bank levees and resulted in the compromising of the segment's historic fabric and feeling.  
  
Remarks/justification: The site is assumed to be eligible but this segment would not be considered to support that site-wide eligibility.
19. Recorder(s): C. Muniz, S. Mehls 20. Date(s): May 14, 2003, May 14, 2008

Colorado Historical Society  
Office of Archaeology and Historic Preservation  
1300 Broadway, Denver, CO 80203  
303-866-3395

COLORADO CULTURAL RESOURCE SURVEY  
**Management Data Form**  
(page 1 of 4)

OAHP1400  
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: 5PW194.1      2. Temporary Resource Number: LAM-8
3. **Attachments** (check as many as apply)
- |   |   |
|---|---|
| <input type="checkbox"/> Prehistoric Archaeological Component         | 4. <b>Official determination</b> (OAHP use only)      |
| <input type="checkbox"/> Historic Archaeological Component            | <input type="checkbox"/> Determined                   |
| <input type="checkbox"/> Historic Architectural Component Form        | <input type="checkbox"/> Determined Not Eligible      |
| <input checked="" type="checkbox"/> Sketch/Instrument Map (required)  | <input type="checkbox"/> Nominated                    |
| <input checked="" type="checkbox"/> U.S.G.S. Map Photocopy (required) | <input type="checkbox"/> Need Data                    |
| <input checked="" type="checkbox"/> Photograph(s)                     | <input type="checkbox"/> Contributing to NR Dist.     |
| Other, specify: <u>Linear Component Forms</u>                         | <input type="checkbox"/> Not Contributing to NR Dist. |

**I. IDENTIFICATION**

5. Resource Name: Hyde Canal segment
6. Project Name/Number: CM2M-287 / CH2M - LAM
7. Government Involvement: Local  State  Federal   
Agency: Colorado Department of Transportation
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)  object(s)   
in existing National Register District? yes  no  name \_\_\_\_\_
9. Owner(s)'s Name and Address: Jack Hall, 45 Mayhew Drive, Lamar, Colorado 81052
10. Boundary Description and Justification: The boundary is denoted by the edges of the canal, appliances, and associated ditch rider's path as it crosses the proposed right-of-way of the U.S. 287 Bypass. The boundaries and dimensions below (item 11) do not include the entire canal system, only the recorded portion.
11. Site/Property Dimensions: 89 m x 31 m Area: 2,759 m<sup>2</sup> (.4047) 0.68 acres  
Area was calculated as: Length x Width  OR (length X width) X .785 \_\_\_\_\_  
rectangle/square ellipse

**II. LOCATION**

12. Legal Location  
PM 6 Township 22S Range 46W Section 29 SE 1/4 of SE 1/4 of NE 1/4 of NE 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: 5PW194.1  
Temporary Resource Number: LAM-8

**Management Data Form**  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5' X 15' Date(s): 1953 (1979) (attach photocopy)
14. County: Prowers 15. Other Maps: \_\_\_\_\_
16. UTM Reference:  
A. 1 3; 7 1 0 8 4 2 mE 4 2 2 0 6 4 6 mN east end  
B. 1 3; 7 1 0 8 4 2 mE 4 2 2 0 6 1 5 mN west end  
C. 1 3; 7 1 0 9 0 2 mE 4 2 2 0 6 2 8 mN east end  
D. 1 3; 7 1 0 9 0 2 mE 4 2 2 0 6 6 0 mN west end
17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_
18. Location/Access: From the junction of Highway 297 (Main St) and Highway 196 north of Lamar, drive east on Hwy 196 for 1.2 miles. Walk south approximately 580 meters to site. Call landowner prior to visiting site.

**III. NATURAL ENVIRONMENT**

19. Topographic Feature(s)

- |   |  |                                       |
|---|--|---------------------------------------|
| <input type="checkbox"/> mountain           | <input type="checkbox"/> ledge                 | <input type="checkbox"/> playa        |
| <input type="checkbox"/> hill               | <input type="checkbox"/> terrace/bench         | <input type="checkbox"/> talus slope  |
| <input type="checkbox"/> tableland/mesa     | <input type="checkbox"/> canyon                | <input type="checkbox"/> alluvial fan |
| <input type="checkbox"/> ridge              | <input type="checkbox"/> valley                | <input type="checkbox"/> plain        |
| <input type="checkbox"/> saddle/pass        | <input type="checkbox"/> basin                 | <input type="checkbox"/> dune         |
| <input type="checkbox"/> alcove/rockshelter | <input checked="" type="checkbox"/> floodplain | _____                                 |
| <input type="checkbox"/> cliff              | <input type="checkbox"/> cutbank               | _____                                 |
| <input type="checkbox"/> slope              | <input type="checkbox"/> arroyo/gully          | _____                                 |

20. Site Topographic Description (mention named landforms): Located on the northern floodplain of the Arkansas River.
21. Site Elevation: 3600 feet = (x .3048) 1097 meters 22. Aspect: open
23. Degree of Slope on Site: 0-2 degrees 24. Soil Depth: 100 + cm
25. Soil Description (character and color): Light brown silty loam
26. Depositional Environment:  
 Aeolian       Colluvial       Residual  
 Alluvial       Moraine       None  
 Other, specify; \_\_\_\_\_
27. Nearest Water: name/nature: Hyde Canal distance: 0 m 0 ft.
28. Nearest Permanent Water: name: Arkansas River distance: 480 m 1,575 ft. To south
29. Vegetation on Site (list predominant species): grasses, sedges, burdock; property currently used as grazing land for cattle
30. Vegetation Associations/Communities Surrounding Site: Riparian community along Arkansas River - Big Timbers area.

Resource Number: 5PW194.1  
Temporary Resource Number: LAM-8

Management Data Form  
(page 3 of 4)

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Holleran, Irrigation and Water Supply Ditches and Canals; Southern Frontier Agricultural Development; Engineering; Irrigation

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

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

33. Condition

a. Architectural/Structural

b. Archaeological/Paleontological

Excellent

Undisturbed

Good

Light disturbance

Fair

Moderate disturbance

Deteriorated

Heavy disturbance

Ruins

Total disturbance

34. Describe condition: Site condition is good with light disturbance due to grazing cattle. Water was present in canal at time of recording.

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment:

Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: The Hyde Canal has significant associations with the early agricultural development and water resource utilization in the Lamar area and thus is considered eligible under Criterion a. The canal may also have significance under Criterion c in other areas, but there is nothing of engineering significance in the current project area.

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: This is an isolated linear feature.

Resource Number: 5PW194.1  
Temporary Resource Number: LAM-8

**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: Site located within the proposed U.S. 287 Bypass
40. Existing Protection: None  Marked  Fenced  Patrolled  Access controlled   
other (specify): \_\_\_\_\_
41. Local landmark designation: N/A 42. Easement: N/A
43. Management Recommendations: If this resource is to be impacted by the proposed project it should be photo-documented in detail before impacts take place.

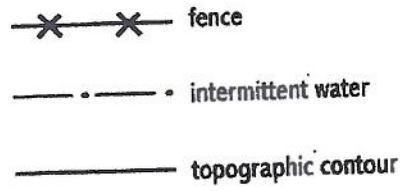
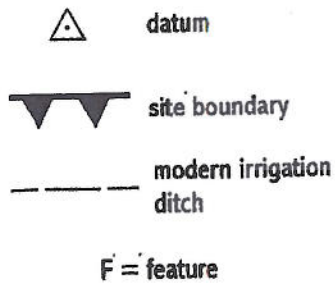
**VI. DOCUMENTATION**

44. Previous Actions Accomplished at the site: none known  
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): Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas. Manuscript on file at Denver Public Library, Western History Department; p.c. Dan Neuhold, District Water Commissioner, Lamar.
46. Primary Location of Additional Data: WCRM, Inc., Boulder office
47. State or Federal Permit Number: State #2003-32; 2008-43 Collection Authorized: yes  no   
Artifact Collection: Yes  No  Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics  Grab Sample  Random Sample  Transect   
Other (specify): \_\_\_\_\_
48. Photograph Numbers: Roll CH2M-2, exp. 11-13 Negatives filed at: WCRM, Inc., Boulder
49. Report Title: An Historical Inventory of the Proposed U.S. 287 Lamar Bypass in Prowers County, Colorado, Revised 2008.
50. Recorder(s): C. Muniz, S. Mehls Date(s): May 14, 2003, May 13, 2008
51. Recorder Affiliation: WCRM, Inc., PO Box 2326, Boulder, CO 80306  
Phone Number: 303-449-1151

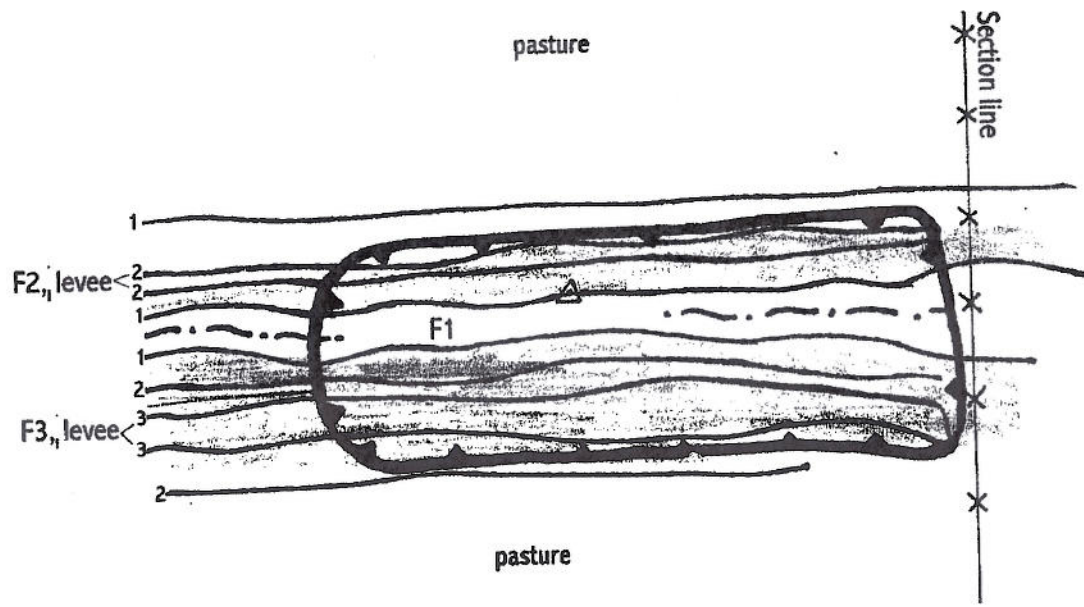
NOTE: Please attach a sketch map, a photocopy of the USGS quad. map indicating resource location, and photographs.

5PW194.1

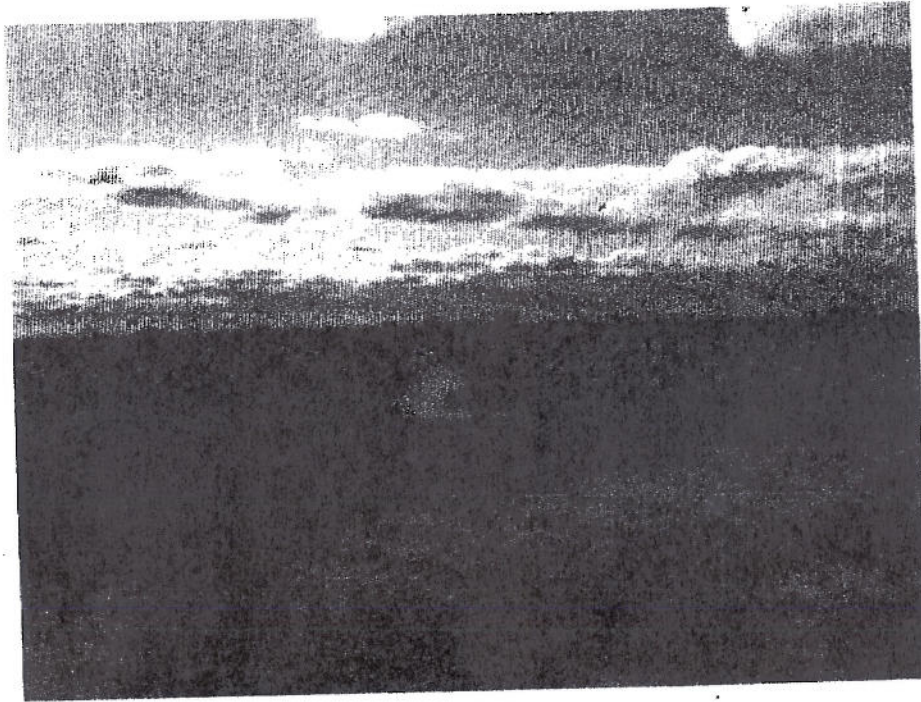
# Hyde Canal



contour interval = 1 meter







5PW194.1 Hyde Canal, overview in the project area. View looks east-southeast.



COLORADO CULTURAL RESOURCE SURVEY  
Linear Component Form  
(page 1 of 2)

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): 5PW194.1
2. Temporary Resource Number: LAM-8
3. Resource Name: Hyde Canal segment
4. Record of: Entire resource  Segment

**II. RESOURCE DESCRIPTION**

5. Resource Type: Road  Railroad  Ditch/Canal  Trail   
Other (specify): \_\_\_\_\_
6. Resource Description: 5PW194.1 is a segment of the Hyde Canal located on the northern floodplain of the Arkansas River. The Hyde canal is reported to have been started originally by a colony of persons from Switzerland who abandoned the project prior to its completion. The canal's construction was completed by a German named Eberhard Hyde and his Mutual Hyde Irrigation Company. A decree granted to Hyde in 1887 was for the irrigation of 1,000 acres (Kesler 1986:57-58). At this location the recorded segment measures approximately 89 meters east-west and 31 meters north-south. The canal was holding water when recorded, and is located in a field utilized for cattle grazing; cattle were observed walking and lying in the canal at the time of this recording. The canal prism has a flat bottom and measures approximately 6 meters wide and approximately 70 centimeters in depth. Low levee berms (Features 2 and 3) run east-west along both edges of the canal. Feature 2 is located to the north of the canal and rises approximately 2 meters from the canal prism. Feature 3 is located to the south of the canal and rises approximately 3 meters from the canal prism. Features 2 and 3 are constructed from earth excavated from the canal.
7. Original use: Agricultural irrigation  
Current use: Agricultural irrigation
8. Modifications (describe): none apparent
9. Extent of Resource: Canal and levees continue to the east and west for an unknown distance. The canal is approximately four miles long and has a point of diversion from the Arkansas River and that water is augmented by seep water from Markham Arroya. Only the portions of the canal and levees present in the project area was recorded at this time.
10. Associated Artifacts: none
11. Associated Features or Resources: Feature 1 is the canal prism, Feature 2 is a levee that parallels the canal to the north. Feature 3 is a levee that parallels the canal to the south.

Resource Number: 5PW194.1

Temporary Resource Number: LAM-8, Feature 1

**Linear Component Form**

(page 2 of 2)

**III. RESEARCH INFORMATION**

12. Architect/Engineer: Original construction reported to have been by a colony of persons from Switzerland. Canal completed by a German named Eberhard Hyde for the Hyde Company(Kesler 1986:57-58) and personal communication with Dan Neuhold, District Water Commissioner, Lamar.  
Source of information/justification: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, pp 57-58. Manuscript on file at Denver Public Library (DPL), Western History Department and personal communication with Dan Neuhold, District Water Commissioner, Lamar.
13. Builder: Original construction reported to have been by a colony of persons from Switzerland. Canal completed by a German named Eberhard Hyde through the Mutual Hyde irrigation company (Kesler 1986:57-58).  
Source of Information: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, pp 57-58. Manuscript on file at DPL, Western History Dept.
14. Date of Construction/Date Range: Late 19<sup>th</sup> century, 1880s  
Source of Information: Kesler, H.H. (1986) Lamar, Colorado, 1886-1986, 100 All-American Years. Kes-Print, Shawnee Mission, Kansas, pp 57-58. Manuscript on file at DPL, Western History Dept.
15. Historical/Archival Data: "The Hyde canal is reported to have been by a colony of persons from Switzerland. No date is available. It is possible that this colony was stricken with some disease --probably smallpox--and the project was abandoned. This project was completed by a German named Eberhard Hyde and others as the Mutual Hyde company mentioned above. A decree granted in 1887 was for the irrigation of 1,000 acres" (Kesler 1986:57-58).
16. Prehistoric Cultural Affiliation: none

**IV. MANAGEMENT RECOMMENDATIONS**

17. Eligibility of entire resource:  
Eligible  Not eligible  Need data   
Is this an official (OAHP) determination? Yes  No  Date \_\_\_\_\_  
Is this a field determination? Yes  No   
Remarks/justification: The Hyde Canal has significant associations with the early agricultural development and water resource utilization and ethnic groups in the Lamar area and thus is considered eligible under Criterion a.
18. Eligibility of the segment being recorded: Contributing  Non-contributing  Not applicable   
Remarks/justification: This portion of the canal has good integrity and supports the significance and NRHP eligibility of the entire canal.
19. Recorder(s): C. Muniz, S. Mehls 20. Date(s): May 14, 2003, May 13, 2008.

Colorado Historical Society  
Office of Archaeology and Historic Preservation  
1300 Broadway, Denver, CO 80203  
303-866-3395

COLORADO CULTURAL RESOURCE SURVEY  
**Management Data Form**  
(page 1 of 4)

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: 5PW298 2. Temporary Resource Number: \_\_\_\_\_

3. Attachments (check as many as apply)

- Prehistoric Archaeological Component
  - Historic Archaeological Component
  - Historic Architectural Component Form
  - Sketch/Instrument Map (required)
  - U.S.G.S. Map Photocopy (required)
  - Photograph(s)
- Other, specify: \_\_\_\_\_

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: Downtown Lamar Commercial Area

6. Project Name/Number: Proposed US 287 Lamar Bypass

7. Government Involvement: Local  State  Federal

Agency: Federal Highway Administration, Colorado Division; Colorado Department of Transportation

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)  object(s)

in existing National Register District? yes  no  name \_\_\_\_\_

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

10. Boundary Description and Justification: See attached continuation sheet

11. Site/Property Dimensions: 1158.24 m x 152.4 m Area: 176515.776 m<sup>2</sup> (+4047) 43.6

acres

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

**II. LOCATION**

12. Legal Location

PM 6th Township 22S Range 46W Section 31

if section is irregular, explain alignment method: \_\_\_\_\_

Management Data Form  
(page 2 of 4)

13. USGS Quad: Lamar East 7.5' X 15' Date(s): 1953, photorevised 1979 (attach photocopy)

14. County: Prowers 15. Other Maps: Sanborn Fire Insurance Maps

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

A. 1 3 ; 7 0 9 7 0 0 mE 4 2 1 8 8 6 0 mN

B. 1 3 ; 7 0 9 8 2 0 mE 4 2 1 8 8 7 0 mN

C. 1 3 ; 7 0 9 9 4 0 mE 4 2 1 7 8 5 0 mN

D. 1 3 ; 7 0 9 8 2 0 mE 4 2 1 7 8 3 0 mN

17. Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Addition \_\_\_\_\_

18. Location/Access: The Lamar Commercial Area consists of buildings fronting Main Street (US 287) from Washington Street at the north end to Oak Street on the South end.

III. NATURAL ENVIRONMENT

19. Topographic Feature(s)

- |   |  |                                       |
|---|--|---------------------------------------|
| <input type="checkbox"/> mountain           | <input type="checkbox"/> ledge                 | <input type="checkbox"/> playa        |
| <input type="checkbox"/> hill               | <input type="checkbox"/> terrace/bench         | <input type="checkbox"/> talus slope  |
| <input type="checkbox"/> tableland/mesa     | <input type="checkbox"/> canyon                | <input type="checkbox"/> alluvial fan |
| <input type="checkbox"/> ridge              | <input type="checkbox"/> valley                | <input type="checkbox"/> plain        |
| <input type="checkbox"/> saddle/pass        | <input type="checkbox"/> basin                 | <input type="checkbox"/> dune         |
| <input type="checkbox"/> alcove/rockshelter | <input checked="" type="checkbox"/> floodplain | _____                                 |
| <input type="checkbox"/> cliff              | <input type="checkbox"/> cutbank               | _____                                 |
| <input type="checkbox"/> slope              | <input type="checkbox"/> arroyo/gully          | _____                                 |

20. Site Topographic Description (mention named landforms): The Lamar Commercial Area is located in downtown Lamar, south of the Arkansas River/ Big Timbers area.

21. Site Elevation: 3610 feet =(x .3048) 1136 meters 22. Aspect: \_\_\_\_\_

23. Degree of Slope on Site: \_\_\_\_\_ 24. Soil Depth: \_\_\_\_\_ cm

25. Soil Description (character and color): \_\_\_\_\_

26. Depositional Environment:

- |  |                                    |                                   |
|--|------------------------------------|-----------------------------------|
| <input type="checkbox"/> Aeolian               | <input type="checkbox"/> Colluvial | <input type="checkbox"/> Residual |
| <input type="checkbox"/> Alluvial              | <input type="checkbox"/> Moraine   | <input type="checkbox"/> None     |
| <input type="checkbox"/> Other, specify; _____ |                                    |                                   |

27. Nearest Water: name/nature: Arkansas River distance: 1524 m 5000 ft.

28. Nearest Permanent Water: name: Arkansas River distance: 1524 m 5000 ft.

29. Vegetation on Site (list predominant species): \_\_\_\_\_

30. Vegetation Associations/Communities Surrounding Site: \_\_\_\_\_

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Colorado Urbanization and Planning

Resource Number: 5PW298

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

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

33. Condition

a. Architectural/Structural

b. Archaeological/Paleontological

Excellent

Undisturbed

Good

Light disturbance

Fair

Moderate disturbance

Deteriorated

Heavy disturbance

Ruins

Total disturbance

34. Describe condition: See Attached Continuation Sheet

35. Vandalism: yes  no  describe: \_\_\_\_\_

36. National Register Eligibility Field Assessment:

Eligible  Not Eligible  Need Data

Statement of Significance/N.R.H.P. Justification: See Item 38 for more information

37. Status in an Existing National Register District: N/A

Contributing  Non-Contributing

38. National Register District Potential yes  no  discuss: See Attached Continuation Sheet

**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): Unsympathetic alterations  
comments: \_\_\_\_\_
40. Existing Protection: None X Marked\_\_\_ Fenced\_\_\_ Patrolled\_\_\_ Access controlled\_\_\_  
other (specify): \_\_\_\_\_
41. Local landmark designation: None 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): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
46. Primary Location of Additional Data: \_\_\_\_\_
47. State or Federal Permit Number: \_\_\_\_\_ Collection Authorized: yes\_\_\_ no\_\_\_  
Artifact Collection: Yes\_\_\_ No\_\_\_ Artifact Repository: \_\_\_\_\_  
Collection Method: Diagnostics\_\_\_ Grab Sample\_\_\_ Random Sample\_\_\_ Transect  
Other (specify): \_\_\_\_\_
48. Photograph Numbers: Digital images only Negatives filed at: CDOT History Unit
49. Report Title: \_\_\_\_\_
50. Recorder(s): Jennifer Wahlers, Thomas J. Lennon and team (WCRM, Inc.) Date(s): March, 2009
51. Recorder Affiliation: Colorado Department of Transportation, Environmental Programs Branch  
Phone Number: 303-757-9758

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

**Item 10, Boundary Description and Justification:** The Lamar Commercial area consists of those parcels fronting Main Street (US 287) from Washington Street to the north to Oak Street to the south. Please see the attached map for more information. The boundary was selected through the consultation of historic maps, including Sanborn Fire Insurance Maps of Lamar which indicated a town focused on Main Street. The maps indicated a transition to the north-south federal highway as the center of the commercial activities and a later auto industry. In addition, a field reconnaissance of the area indicated where the historic building core ended and new commercial buildings were constructed on the fringes and where the commercial area transitioned into a residential area south of Oak Street. Based on the information gleaned from the historic maps and the visual reconnaissance, this boundary for the Lamar Commercial Area was established.

**Item 34, Describe Condition:** Most of the commercial structures within the Lamar Commercial Area boundary are in good condition. For the most part, they are maintained and function as commercial buildings. A few of the buildings, however, are sitting vacant. There were many modifications observed in the field, including changes to windows and doors and incompatible façade updates.

**Item 38, National Register District Potential:**

**District Potential**

*Methodology*

The methodology for evaluating the eligibility of the Lamar Commercial Area for historic district potential involved the following steps:

- 1) Photographs and field notes of all the properties within the proposed commercial area boundary
- 2) Historic map and secondary source research to determine the commercial area boundary, and the history of
- 3) Assessor's Office research to determine year built and years of modifications where possible
- 4) Comparison of current survey photographs with historic photographs and postcards to determine modifications to buildings.

**1) Historical Background**

The town of Lamar's history, like many plains towns, began with the railroad. In the summer of 1875, the Pueblo and Arkansas Valley Railroad built a standard gauge line from Granada to West Las Animas. Shortly thereafter, the railroad consolidated into the Atchison, Topeka and Santa Fe (AT&SF). The Arkansas Valley at this time was dominated by cattle raising and the presence of a railroad facilitated the shipping of the cattle raised in the area to Chicago and further east. One early cattleman in the area was A. R. Black who owned a large amount of land around the railroad. The railroad ultimately built a station near his ranch headquarters and named it Blackwell. A.R. Black resisted offers from land speculators to build a town near the depot. In 1886, I.R. Holmes, the head of a promotional group colluded with AT&SF to create a new station three miles west of Blackwell. The parties sent A.R. Black to Denver on business and while he was away, train and work crews moved the Blackwell depot building to the new site and named the new station Lamar in honor of the Secretary of the Interior, Lucius Q. Lamar.

Immediately following the move on May 24, 1886, Holmes had a special train ready in Garden City to take potential settlers to the new town. On the first day of sales, \$45,000.00 in lots were sold and Lamar was soon booming. Shortly thereafter, the town boasted a general store, lumber yard, restaurants, saloons, a real estate office and hotels. One month after its establishment, Lamar's first newspaper, the *Bent County Register* was published. By July, the town's population had risen to 500. Following the belief that the success of a town promotion venture was linked to obtaining government offices within the town, Holmes approached the Department of the interior (DOI) to establish a land office in Lamar which they did on July 28, 1886. Soon, town residents voted to establish a town government which began operation on January 3, 1887. That same year, a post office opened within the town.

In 1889, the Colorado Legislature established Prowers County from lands formerly in eastern Bent County and designated Lamar as the county seat. At the same time, a land boom in the surrounding area continued, giving greater importance to Lamar as a governmental and supply hub. During the early 1890s, however, a drought severely impacted area farmers who did not have access to irrigation water and high numbers of jack rabbits ruined farm and ranch land. During this period, the city of Lamar also suffered from fires which took out blocks of the downtown area.

During the early 20<sup>th</sup> century, Lamar worked to diversify itself beyond a government town and supply hub. Because of previous irrigation projects, Prowers County became a leader in irrigated farming land in the beginning of the 20<sup>th</sup> century. Farmers soon looked to sugar beets as a new cash crop. In turn, companies including the Oxnards from California and the American Sugar Company built a beet sugar factory in Lamar in 1904-1905. This trend continued

Resource Number: 5PW298

which established Lamar as a major agricultural processing location, with J.K. Mullen's Lamar flour mill dating from 1892, an alfalfa processing plant and a milk condensory. Because of its location on the railroad, Lamar became also became a regional trade center, shipping not only cattle and processed agricultural goods but sheep and wool as well.

Electric and gas services arrived in town during the first part of the 20<sup>th</sup> century, as did the automobile. Early on, Lamar had a chapter of the Good Roads Association which sponsored "Good Roads Days" and car dealers. Lamar had the benefit of being located on several named highways including the New Santa Fe Trail, the National Old Trails Road from Baltimore to Los Angeles, and the Albert Pike Highway. Soon, new numbered highways replaced these named routes including US Highway 50 (1926), US Highway 287 (ca. 1940) and US Highway 385. The highways encouraged commercial growth in Lamar and introduced auto-industry facilities and businesses in town.

The outbreak of World War I led to a rapidly increasing demand for local agricultural products and a boom for Lamar that lasted until approximately 1920. The influenza epidemic on 1918 marked the beginning of hard times for Lamar, the most devastating of which was the Arkansas River flood of 1921, which destroyed Pueblo. In 1965, another flood hit Lamar, however, its impacts were not as great as the 1921 flood. At the same time as the devastating 1921 flood, the bottom fell out of the agricultural market. The entire county went into an economic slump which lasted for nearly two decades. A drought in the 1930s contributed to the "Dust Bowl" which blew tons of dust into Lamar. The Depression impacted Lamar in many ways but the city and county benefited from the injections of federal money, public works projects and Federal programs including the Soil Conservation Service which came about as part of the "New Deal" efforts.

Following the end of World War II in 1945, the city continued to serve as a regional political, commercial, agricultural and social hub for Prowers County and much of southeastern Colorado. The city, along with the Lamar Commercial Club, worked hard to attract various industry to the area and were somewhat successful. The years following the war, a number of new businesses were started and many were sold. This growth and change led to numerous alterations to the town's built environments, including many remodeling or replacement/ new construction episodes in the downtown area. In addition to the post-war changes that impacted the Lamar streetscape, the town was impacted by the 1965 flood which required the modification and repair of many commercial buildings. At this time, several store owners quit their businesses which resulted in another wave of new businesses which likely modified the old structures to accommodate the changes in their function and owners.

## **2) Field Reconnaissance**

All of commercial buildings within the proposed neighborhood boundary were photographed and assessed for modifications. This assessment was informed by information observed in the field, assessor's information, historic map research and comparison with historic images and postcards. Two properties already listed on the National Register of Historic Places, the Davies Hotel (5PW25) and the Prowers County Building (5PW27) are present in the Lamar downtown commercial area.

## **3) Significance, Integrity, Eligibility**

### *Period of Significance*

The period of time used to assess the Lamar commercial area ranges from 1887 to 1929. The early date is when the town's local government began and is the earliest construction date recorded for a building within the commercial area. The later date represents the point by which most of the current commercial buildings were constructed and the beginning of a major decline in Lamar which coincides with the onset of the Great Depression.

### *Significance*

The Lamar commercial area may be significant under Criterion A for the role it played as a governmental, agricultural, commercial and social center for the surrounding agricultural area. Available research does not indicate that people associated with the properties in the downtown commercial area were individually significant. For these reasons the Lamar commercial area is not significant under Criterion B.

With regard to Criterion C, the majority of the commercial structures built in Lamar were constructed between 1900 and 1929 (63%). Of those structures, approximately 90% have been moderately to heavily modified. Most of these buildings have been modified to the extent that the original architectural style and details are no longer present or discernable. A few structures appear to have been refaced with Colorado enameled materials resembling Vitrolux, Vitrolite, Extrudalite and Aklo. These materials were commonly used in the 1930s and 1940s to "modernize" old storefronts. In the mid 1930s, the Federal Housing Administration undertook an effort to modernize buildings as a



way to stimulate the location economy. Although this effort existed on a national level during the depression, there is no evidence that the Lamar stores were modernized during this period. The buildings which appear to have been treated with a colored enamel façade (particularly 108-112 S. Main Street, 116 S. Main Street, and 222-224 S. Main Street) possess modifications more indicative of a 1950s-1960s alteration date based on field observation. These modifications were completed in a piece-meal fashion and the subsequent alterations, including the addition of shingled awnings likely completed in the 1970s-1980s, have altered the earlier modernization efforts. Although there are a few structures that were altered in the past through the introduction of colored enamel, they lack cohesion in these modernization efforts and subsequent alterations have altered the appearance of these modernization efforts. The presence of colored enamel on a few buildings in Lamar does not indicate a significant building trend in the area. Because the area lacks the architectural cohesion necessary to recommend an architectural district, the Lamar commercial area is not significant under Criterion C.

#### *Integrity*

Most structures within the Lamar commercial area lack integrity of design, materials and workmanship, as additions and modifications to facades have resulted in unsympathetic alterations. These alterations include brick or stone facades covered in stucco and/or vertical metal siding, replacement doors, windows and storefronts, modifications to fenestration, covering glass block storefront windows, and the widespread addition of singled awnings which likely date to the 1970s-1980s. Because the historic building underneath the modified materials is more often than not no longer discernable, these alterations have also impacted the downtown commercial area's integrity of feeling. There are also many buildings within the commercial area boundary that were built outside the period of significance. Overall, there is a collective loss of materials, design, and workmanship such that the existing properties within the Lamar downtown commercial area boundary can no longer convey the significance of a type or method of construction and lack the cohesion necessary to indicate the collective role the buildings played in the development of Lamar. Although the integrity of location, setting and to a small extent association remain, the lack of integrity of design, materials and workmanship precludes the Lamar downtown commercial area from eligibility to the NRHP.

#### *Eligibility Assessment*

Although there may be significance in the history of Lamar's downtown commercial area, it lacks nearly all aspects of integrity which would convey the buildings' association with early Lamar. For this reason, the Lamar downtown commercial area does not have historic district potential and is not eligible to the National Register of Historic Places.

#### **Sources**

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1986 *A Prowers County History*. Prowers County Historical Society, Lamar, CO.

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2008 *Modernizing Main Street: Architecture and Consumer Culture in the New Deal*. The University of Chicago Press, Chicago, IL.

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1986 *Lamar, Colorado Its First Hundred Years, 1886-1986*. Kes-Print, Shawnee Mission, Kansas.

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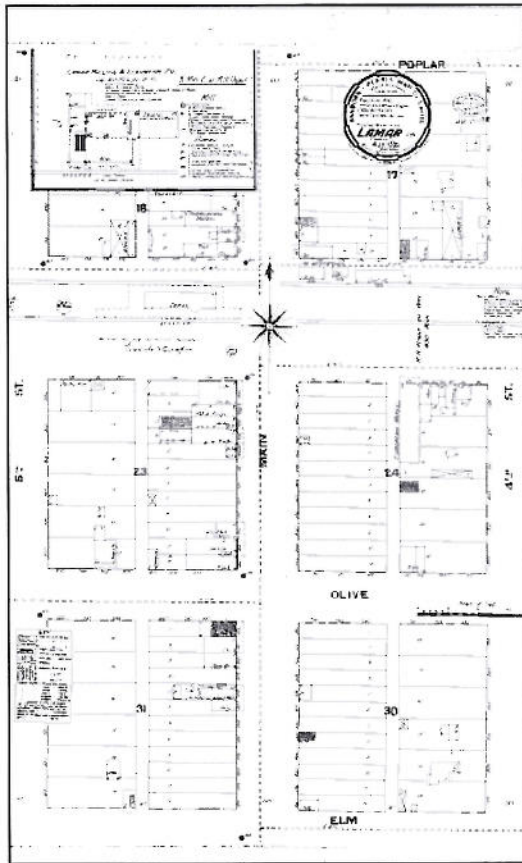
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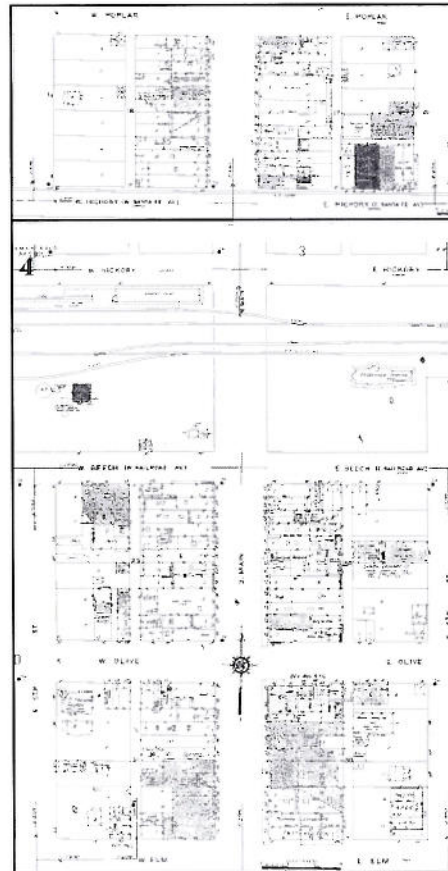
1929 Early History of Lamar, Colorado, *The Colorado Magazine* 6:119-126.

Sanborn Map Company.

1893-1938 Insurance Maps of Lamar, Colorado. Digital Sanborn Maps 1893-1938, accessed online at Denver Public Library web site: <http://denverlibrary.org/research/az.html#slink>



Sanborn Fire Insurance Map- August 1893



Sanborn Fire Insurance Map- July 1931

APPENDIX D: LAMAR COMMERCIAL RECONNAISSANCE TABLE



Lamar Commercial Reconnaissance

<u>Survey Number</u>	<u>Address</u>	<u>Business Name</u>	<u>APN*</u>	<u>Photo Number</u>	<u>Photo Direction/ Location</u>	<u>Year Built</u>	<u>Architectural Style/ Type</u>	<u>Previous Site Number/ Eligibility</u>	<u>Alterations/Additions/ Other Notes</u>	<u>Estimated Year of Alt.</u>
1	501 N. Main Street	Stagner, Inc.	200060991	2009-3, 104	NW	1974	No Style/ Novelty (Petrified gas station)		Garage bays are concrete block. Petrified wood building on corner dates to 1933.	
2	401-419 N. Main Street	Checker	200009370	2009-3, 103	NW	1997	No Style		Recent construction.	
3	319 N. Main Street	Ron Austin Motor Sales	200051140	2009-3, 100	SW	1965	No Style		Recent auto sales. Small building in middle of lot, carport surrounding edges.	
4	313-315 N. Main Street	White by MTD	200019230	2009-3, 101	SW	1918	Early 20 <sup>th</sup> Century Commercial		Stuccoed. Modern garage door centrally located. Replaced windows and doors.	1980
5	311 N. Main Street	Napa Auto Parts	200049650	2009-3, 102	W	1915	Early 20 <sup>th</sup> Century Commercial		Structure appears to match 307 N. Main. Storefront transoms covered. Windows replaced. Transom above entry appears original.	1990
6	307 N. Main Street	Sunshine	200028390	2009-3, 98	NW	1915	Early 20 <sup>th</sup> Century Commercial		Structure appears to match 311 N. Main. Storefront transoms covered with plywood. Windows and doors replaced. The two left bays may have been garage doors?	1980
7	223 N. Main Street		200019161	2009-3, 96, 97, 99	W, SW, SW	1922	Early 20 <sup>th</sup> Century Commercial		Storefront altered. Appears to have been former garage. New door on south end. Building was originally brick, now covered in stucco.	1986**- Garage part remodeled for show and sales
8	217 N. Main Street	Lamar Auto Trim & Glass	200007220	2009-3, 95, 97	W, SW	1916	Early 20 <sup>th</sup> Century Commercial		Storefront transom replaced with vertical boards.	

\* APN= Assessor Parcel Number

\*\* Alteration year provided through written Assessors data

\*\*\* Alteration year estimated through Assessors photographs

No asterisk in estimated year of alteration column indicates year was estimated based on field survey.

9	211 N. Main Street	Leandra's Bakery/Panaderia	200053011	2009-3, 94, 97	W, SW	1922	Early 20 <sup>th</sup> Century Commercial	Second story window boarded. Made to look like an adobe/Pueblo Revival structure. Replaced windows. Incompatible door on south end of façade.	1999**- Renovated to accommodate restaurant.
10	215 N. Main Street	Fastenal	200053012	2009-3, 93	W	1922	Early 20 <sup>th</sup> Century Commercial	Aluminum windows and doors. Ghost bricking of door on north end of façade that was closed in.	1970/1980
11	205 N. Main Street	Kirby	200062630	2009-3, 93	W	1907	Early 20 <sup>th</sup> Century Commercial	Storefront transom covered with plywood.	1970
12	201 N. Main Street	Gas station	200047240	2009-3, 76	NW	1928	Cottage Style Gas Station	Former gas station.. Replaced garage door. 1 garage bay filled in. Some windows replaced. Metal roof. Door replaced. Rear shed additions. According to assessor, used as storage since at least 1977	2003**- New metal roof installed. 1979**- Addition of 1350 sf on rear
13	123 N. Main Street	K's Ceramics	200022531	2009-3, 74, 75	SW, W	1900	Early 20 <sup>th</sup> Century Commercial	First story stuccoed. Storefront transom covered in stucco. New storefront windows. Replacement brick below storefront windows. South stairway entry has replacement door and window covered in plywood. Vinyl second story windows.	1970, 2 <sup>nd</sup> story windows unboarded post 1983 (see before and after photos)
14	119-121 N. Main Street	Ye Olde Rummage Shoppe	20180	2009-3, 77	W	1913	Early 20 <sup>th</sup> Century Commercial	Storefront transoms covered with vertical vinyl siding. Staircase central entryway altered with new door and covered transom. Replacement windows on first floor. North section of	1985

\* APN= Assessor Parcel Number

\*\* Alteration year provided through written Assessors data

\*\*\* Alteration year estimated through Assessors photographs

No asterisk in estimated year of alteration column indicates year was estimated based on field survey.

15	115 N. Main Street	BOS Taxidermy	200037180	2009-3, 78	W	1912	No Style	building has new brick below storefront windows. Steel bracing between first and second floor. Second story windows boarded with diamond pattern on plywood.	1965
16	109 N. Main Street	Passport Inn	200034320	2009-3, 79	SW	1971	No Style	Cement or stucco made to look like uncut, non-coursed stone covers entire façade, including fenestration.	1985
17	103 N. Main Street	Bon Used Furniture	200034321	2009-3, 80	W	1910	No Style	Vertical metal siding covering second story. Metal awning removed. Cement or stucco made to look like uncut, non-coursed stone covering lower portion of façade. Aluminum windows and door.	1975
18	101 N. Main Street	Buzzards Roost	200043920	2009-3, 81, 82	W, NW	1910	No Style	Vertical metal siding covering second story. Rough cut, regular coursed stone veneer covering lower half of façade. Replaced windows and door.	1975
19	100 S. Main Street	Mr. D's Sports and Fitness Co.	200008980	2009-3, 52, 53	W, SW	1895	No Style	Second story covered in vertical metal siding. Aluminum replacement windows on first floor. Metal awning. North elevation stuccoed.	Altered before 1986***
20	102 S. Main Street	J&N Shoes	200023060	2009-3, 51	W	1900	No Style	Vertical vinyl or metal siding on upper portion of façade. Aluminum awning. Replacement aluminum	1974**

\* APN= Assessor Parcel Number

\*\* Alteration year provided through written Assessors data

\*\*\* Alteration year estimated through Assessors photographs

No asterisk in estimated year of alteration column indicates year was estimated based on field survey.

21A	106 S. Main Street	Good Eats & main Street Shoppe	200019470	2009-3, 50	W	1887	No Style	storefront windows, angled panels below storefront windows. Vertical vinyl or metal siding covering second story façade. Aluminum awning. Replacement aluminum storefront windows.	Between 1970-1986 ***
21B	108 S. Main Street	Citi Financial/ Barber Shop	200049600	2009-3, 49	W	1910	No Style	Façade completely covered in metal panels with blue enamel. Aluminum awning. Replacement storefront windows. Northern bays of one story green façade.	Before 1986 ***
22	110 S. Main Street	Bettiann's Travel	200049570	2009-3, 49	W	1910	No Style	Southern bay of one story façade covered in blue. Façade covered in metal panels with blue enamel. Aluminum awning. Replacement storefront windows.	Before 1986
23	112 S. Main	Bettiann's Gifts & Interiors	200049580	2009-3, 48	W	1910	No Style	One and a half stories of façade covered in metal panels with blue enamel. Upper portion of façade stuccoed. Modified wood windows in second story. Storefront windows and door replaced with aluminum. Metal cornice.	Before 1986
24	114 S. Main Street	Sports Page Bar and Grill	200030440	2009-3, 47	W	1895	Early 20 <sup>th</sup> Century Commercial	Retrofitted wood windows on second floor. Metal cornice. Right stairway door replaced and opening filled with plywood. Cast iron columns. Storefront transom covered with incompatible sign.	1980

\* APN= Assessor Parcel Number

\*\* Alteration year provided through written Assessors data

\*\*\* Alteration year estimated through Assessors photographs

No asterisk in estimated year of alteration column indicates year was estimated based on field survey.



25	116 S. Main Street	Johnson Design Center	200049510	2009-3, 46	W	1895	No Style	Storefront surround covered in stucco. Large green metal tiles covering entire façade. Replaced and remodeled storefront with aluminum window frames and doors.	1950
26	122 S. Main Street	The Berry Patch	200049520	2009-3, 43, 45	NW, W	1900	No Style	Sprayed concrete or rough stucco on second story with vertical metal separators. Tile below storefront windows. North stairway entry painted, but transom is original. Main storefront entry replaced and angled.	1971**
27	200 S. Main Street	First National Bank	200021011	2009-3, 42, 44	NW, SW	1965	Neo-Mansard	Property consists of three storefronts covered entirely in stone with recessed entries. Large green metal awning wraps around east and north facades- 1965 construction date. Third bay to the left (south), covered entirely in stone- built in 1980.	1980
28	208-210 S. Main Street	Robinson Printing for SE Colorado	200005600	2009-3, 41	W	1950	No Style	Vertical boards cover storefront transom. Granite base of storefront windows. Replacement aluminum storefront windows.	1975
29	212 S. Main Street	The Lassie	200002420	2009-3, 40	W	1914	No Style	Incompatible triangular pediment over entry. Storeform transom covered with horizontal wood planks. Replacement diamond pane door.	1980
30	214 S. Main		200042030	2009-3, 39	W	1912	Early 20 <sup>th</sup> Century	Stuccoed second story. Vertical wood board transom.	1975

\* APN= Assessor Parcel Number

\*\* Alteration year provided through written Assessors data

\*\*\* Alteration year estimated through Assessors photographs

No asterisk in estimated year of alteration column indicates year was estimated based on field survey.

31	216-220 S. Main Street	The Flower Boutique	200049525	2009-3, 38	W	1910	Neo- Mansard	Commercial	Horizontal narrow square cut stones in irregular courses below storefront windows. Corrugated metal at cornice. Vertical wood boards on awning. Replacement first floor windows and doors. Second floor windows may be original. Sign between second story windows. Repaired north wall in 2000.	1985
32	222- 224 S. Main Street	105.7 Radio Station/ H & R Block	200053421	2009-3, 35, 37	NW, W from Main and Elm.	1910	Neo- Mansard		Completely shingled façade. Right two bays are shingled under windows. Replacement metal windows. Tile above shingles, at cornice line. Original transom above door on Flower Boutique. Furthest bay to the south- façade completely covered in shingles. Remodeled storefront entry with replacement door and windows.	1985
33A	300-302 S. Main	Las Brisas/ Video Latina	200049541	2009-3, 28, 36	W, SW	1910	No Style		Incompatible shingled awning attached to façade. 2 <sup>nd</sup> story windows appear to date to possible 1940s-1950s remodel. Roof altered from historic images- dormer removed. Enameled panel siding around storefront windows.	Shingled Awning- 1985 ***, blue panels and windows- 1940
33B	304-308	Security	200049542	2009-3,	W, W	1910	No Style		Patterned metal 2 <sup>nd</sup> story. Narrow horizontal bricks below storefront windows. Patterned metal 2 <sup>nd</sup> story.	1960 Estimate

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	S. Main	Loans/ Wollert Real Estate		29, 30							Ceramic tile below storefront windows. Garage area closed in with stucco and retrofitted wood windows.	1960, Garage converted to office in 1999**
34	310-312 S. Main	Guaranty Abstract Company	200026070	2009-3, 31	W	1961	Modern Movements				Two buildings. Left: Red thin brick, horizontal thin stone on base of front windows. Right: blonde brick, metal storefront windows replaced. Cornice stuccoed, north elevation concrete brick.	
35	316 S. Main	Brase Insurance Agency	200020480	2009-3, 32	W	1969	Modern Movements				Original decorative concrete block on south facade and east elevation.	
36	322 S. Main Street	Alamo Apartments	20600	2009-3, 33, 34	SW, NW Main and Oak	1937	Mediterranean	5PW.223-NE officially 1985			Brick hotel. Good Condition. Few Alterations	1990
37	518 N. Main Street	Great Plains Supply/Good Vibrations	200035043	2009-3, 109, 110	NE	1935	No Style				Pre-fabricated storage building on rear of lot. Main building covered in stucco. Large metal false front and awning along west façade.	1980
38	512-516 N. Main Street	Prairie Glass Co./Morris Manor/Mini Storage	200035061	2009-3, 105, 106, 107, 108	NE from Main and Sherman	1927	No Style				Property appears to consist of three buildings. 512 N. Main is stucco and glass block. 514 and 516 N. Main are brick with replaced windows and metal false front and awning along west façade.	1980
39	501 N. Main Street	VACANT LOT	200035100									
40	420 N. Main Street	Frey Sales & Services	200022580	2009-3, 111, 112	SE	1974	No Style				Brick and vertical board and batten siding. Large gable garage addition to the rear.	

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41	414 N. Main Street	"Holiday Paul's Parking"	200012450	2009-3, 113	E	1957	No Style		Uncut, non-coursed stone veneer. Replacement windows in three bay which appear to have been garage bays. Door retrofitted into central bay. Right (south) bay boarded with plywood and painted. Structure resembles 308 N. Main Street	2000
42	404 N. Main Street	Holiday Motel	20005370	2009-3, 114	E	1927	No Style		Uncut, non-coursed stone veneer.	1970**, 2004**
43	402 N. Main Street	Ron Austen Repair	200002630	2009-3, 115, 116	E, NE	1930	Early 20 <sup>th</sup> Century Commercial		Assessor's address is 402 N. Main, Building reads 400 N. Main. Garage building with boarded storefront transom. Replacement storefront windows. Possible garage addition to rear	
44	318 N. Main Street	Lamar Starter	200043480	2009-3, 117	SE	1923	No Style		Brick veneer on surrounding storefront. Vertical metal siding covering upper half of façade. Aluminum storefront windows and door.	1980
45	312 N. Main Street	Tortilleria Robles	200020100	2009-3, 118	E	1905	No Style		Appears to be three storefronts combined. All covered in stucco. Modern garage door installed in the middle. Original fenestration covered, new windows, doors and vents installed in various locations.	2007**- Snow collapsed rear 1200 sf.
46	308 N. Main Street	M-M Alignments Service/ CAPS trains	200026270	2009-3, 119, 120	E, NE	1906	Mediterranean		Garage building with 2 bays closed in. South façade clad in vertical metal siding. 2000 received new partition wall. Structure resembles 414 N.	2005**- steel on South wall

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47	300 N. Main Street	Loaf N' Jug	200048640	2008-15, 5027	NE	1987	Oblong Box		Main Street	Modern gas station	
48	224 N. Main Street	True Value Hardware	200014771	2009-3, 73	N	1961	No Style			Stuccoed and remodeled hardware store. 1997, constructed additional building to replace one that collapsed in snow. 2001, added new covered storage	2005**- Remodeled whole store
49	200 N. Main Street	VACANT LOT	200036511							Demolished 1990.	
50	122 N. Main Street	Davies Hotel	200022873	2008-15, 5016, 2009-3, 90, 91	NE, SE	1902	Early 20 <sup>th</sup> Century Commercial	5PW.25-National Register Listed		Windows boarded and replaced.	2000
51	124 N. Main Street	VACANT LOT	20002874							Demolished sometime after 1977 according to assessors files	
52	110-114 N. Main Street	Wild West Athletics	200064211	2009-3, 89	E	1920	Neo-Mansard			All of second story features covered with stucco. Historically was three storefronts that have been combined. All storefronts replaced. Shingled awning spanning all three bays. Some ancillary buildings were demolished in 1977.	2008**- remodeled, 1996** received bathroom and interior remodeled.
53	108 N. Main Street	Rug Rat flooring	200064212	2009-3, 88	E	1920	Neo-Mansard			Green stucco, shingled awning. Board and batten entry. Replaced storefront windows. Staircase entry door possibly original. Storefront door replaced. Second story	Upstairs-1998**

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54	106 N. Main Street	Mike's Main Street Sports	200061650	2009-3, 87	E	1910	Early 20 <sup>th</sup> Century Commercial	Board and batten storefront alteration. Shingled awning. Original second story windows. First story windows and doors replaced.	1999**- Remodel. 1996**, office added
55	102-104 N. Main Street		200064200	2009-3, 86	E	1908	Early 20 <sup>th</sup> Century Commercial	First floor storefronts stuccoed. Central storefront bay enclosed with accordion metal wall. Replacement door on left storefront bay. Central door and right storefront appear original. Second story windows boarded with plywood. Brick work on 2 <sup>nd</sup> story appears to be original.	First floor storefront altered before 1976***
56	100 N. Main Street	Five-E Liquor Store	200021230	2009-3, 84, 85	E, NE	1910	Early 20 <sup>th</sup> Century Commercial	New doors, shingled awning. Metal frame (?) replacement windows retrofitted and infilled with stucco.	1985
57	10 N. Main Street	Thai Spicy Basil	200017101	2009-3, 83	SE	1990	No Style	Fast food building fairly intact.	
58	20 S. Main Street	Pronto Cash/ Cruikshank Realty	200015090	2009-3, 72	NW	1956	No Style	Appears to be modified for use as a fast food/ restaurant construction.	1985**
59	109 E. Beech Street	Lamar Depot	21351	2008-15, 5009	NE	1920	Late 19 <sup>th</sup> and early 20 <sup>th</sup> Century Revival	Depot in good condition. Very few alterations	
60	101 S. Main Street	Western Store	200015570	2008-15, 5007, 2009-3, 54-57	E, SE, SE, SE	1912	Novelty	Sculpted concrete façade (1965) placed over original storefront door and stairway entry door). Replacement storefront windows. North	1965 (per previous owner)

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61	103 S. Main Street	Green's Jewelry	200046760	2008-15, 5007	E	1910	No Style	1910	facade covered with stucco/ sculpted concrete. (Appears to the left in the photo) Heavily altered. Vertical metal siding covering second story. Metal awning with vertical metal siding. Replacement storefront windows. (Appears to the right in the photo)	1960
62	105 S. Main Street	My Wholesale Products	(part of 200028260 in assessors records)	2009-3, 58	E	unknown	Commercial Style	unknown	One story, narrow brick. Second entry (toward north) converted to window. Lower portion of retrofitted window covered with plywood. Aluminum replacement windows.	1970
63	107 S. Main Street	Thoughts in Bloom	200028260	2009-3, 59, 60	E	1912	Early 20 <sup>th</sup> Century Commercial	1912	Second story windows boarded up. Obtrusive shingled awning. Replaced doors. Central door between "Thoughts in Bloom" and Daylight Donuts" replaced.	1985
64	109 S. Main Street	Daylight Donuts	200051620	2009-3, 59, 61	E	1918	Early 20 <sup>th</sup> Century Commercial	1918	Second story windows boarded. Obtrusive shingled awning. Replacement doors. Central door between "Thoughts in Bloom" and "Daylight Donuts" replaced.	1985
65	115 S. Main Street	Shore	200058550	2009-3, 62	E	1910	No Style	1910	Two story section with 1 story section to the north. Narrow horizontal brick below storefront windows. Aluminum storefront replacement windows. Second story covered in tiles.	Remodeled 2007**
66	119 S.	Curves	200023280	2009-3,	E	1895	Commercial	1895	New storefront windows.	Remodeled

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	Main Street			63					Style		Green Awning. Original brickwork.	1993**
67	121 S. Main Street	Sweethearts	200030080	2009-3, 64	E	1918	No Style		No Style		Vertical metal on upper portion of façade. Enamel coated metal panels on either side of replaced storefront and below.	Remodeled 1999**
68	123 S. Main Street	Bison Title Co./Cavanaugh Real Estate	200035131	2009-3, 65, 66	E, E	1897	No Style		No Style		Stuccoed storefront, new windows. Retractable awning. Metal divider between door and window section. Brick laid in decorative pattern to left of metal divider. Storefront door with angled metal above. Interior wall built in 1997.	1975
69	125 S. Main Street	Crafters Corner (Wilson Building)	200035132	2009-3, 66, 67	E, NE	1897	No Style		No Style		Replaced vinyl windows. First floor stuccoed. Replaced aluminum windows and door. Retractable awning.	1999** Remodeled
70	201-205 S. Main	Prowers County Development	200061710	2009-3, 1, 2	E, SE	1937	Art Deco		Art Deco		Replacement storefront windows. First floor stuccoed. Second story windows are original. Art deco cornice detailing. Vertical siding in storefront window retrofitting. "The Perk" one story section-replacement door. Incompatible vertical siding in lower half of storefront.	1990
71	207 S. Main	Vacant	200028340	2009-3, 3	E	1908	Early 20 <sup>th</sup> Century Commercial		Early 20 <sup>th</sup> Century Commercial		Incompatible blue awning. Original brickwork. Replacement windows. Boarded transom above door.	1970
72	209 S. Main	Monograms	200054460	2009-3, 4	E	1897	No Style		No Style		Replacement windows. Upper part of façade completely covered with signage.	1980

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\*\*\* Alteration year estimated through Assessors photographs

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73	213 S. Main	Carla's Dress Shop	200064270	2009-3, 5	E	1924	No-Mansard			5PW.66- NE Officially 1992 Shingled awning roof across façade. Replaced storefront windows. Replaced storefront and stairway doors. Second story windows boarded. First story brick replaced.	1985
74	215-217 S. Main	Ron Foster Law Offices	200008960	2009-3, 6	E	1910	Early 20 <sup>th</sup> Century Commercial			New Awnings. New storefront windows. New second story windows. Missing part of cornice. Transom covered with vertical metal siding. Brick veneer below storefront windows. Original brickwork on 2 <sup>nd</sup> story.	Remodeled office 2008**
75	219 S. Main Street	Lamar Theatre Beautiful	200033630	2009-3, 7	E	1946	Art Deco			Very few alterations.	
76	223 S. Main Street	Masonic Temple	200036790	2009-3, 8, 9	E, NE/ Main and Elm	1902	Early 20 <sup>th</sup> Century Commercial			Second story windows infilled with glass block. 1 <sup>st</sup> story windows fronting Elm Street boarded and painted. Storefront stuccoed. New windows. Entry doors reconfigured	1999**, Sign installed in 2000**
77	301 S. Main Street	Prowers County Courthouse	21160	2009-3, 27	SE/ Elm and Main	1928	Classical Revival	5PW27- Listed		Jail attached.	Jail addition 1993 (Prowers County Sheriff's website)

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APPENDIX E: LAMAR COMMERCIAL RECONNAISSANCE PHOTOS



Survey #	Address	Business Name	Photo Number	Year Built
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1	501 N. Main Street	Stagner, Inc.	2009-3, 104	1974, Petrified Wood- 1939
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2	401-419 N. Main Street	Checker	2009-3, 103	1997
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3	319 N. Main Street	Ron Austin Motor Sales	2009-3, 100	1965
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4	313-315 N. Main Street	White by MTD	2009-3, 101	1918
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5	311 N. Main Street	Napa Auto Parts	2009-3, 102	1915
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6	307 N. Main Street	Sunshine	2009-3, 98	1915
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7	223 N. Main Street		2009-3, 96, 97, 99	1922
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8	217 N. Main Street	Lamar Auto Trim & Glass	2009-3, 95, 97	1916
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9	211 N. Main Street	Leandra's Bakery/ Panaderia	2009-3, 94, 97	1922
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10	215 N. Main Street	Fastenal	2009-3, 93	1922
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11	205 N. Main Street	Kirby	2009-3, 93	1907
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12	201 N. Main Street	Gas station	2009-3, 76	1928
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13	123 N. Main Street	K's Ceramics	2009-3, 74, 75	1900
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14	119-121 N. Main Street	Ye Olde Rummage Shoppe	2009-3, 77	1913
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15	115 N. Main Street	BOS Taxidermy	2009-3, 78	1912
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16	109 N. Main Street	Passport Inn	2009-3, 79	1971
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17	103 N. Main Street	Bon Used Furniture	2009-3, 80	1910
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18	101 N. Main Street	Buzzards Roost	2009-3, 81, 82	1910
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19	100 S. Main Street	Mr. D's Sports and Fitness Co.	2009-3, 52, 53	1895
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20	102 S. Main Street	J&N Shoes	2009-3, 51	1900
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21A	106 S. Main Street	Good Eats & main Street Shoppe	2009-3, 50	1887
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21B	108 S. Main Street	Citi Financial/ Barber Shop	2009-3, 49	1910
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22	110 S. Main Street	Bettiann's Travel	2009-3, 49	1910
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23	112 S. Main	Bettiann's Gifts & Interiors	2009-3, 48	1910
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24	114 S. Main Street	Sports Page Bar & Grill	2009-3, 47	1895
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25	116 S. Main Street	Johnson Design Center	2009-3, 46	1895
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26	122 S. Main Street	The Berry Patch	2009-3, 43, 45	1900
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27	200 S. Main Street	First National Bank	2009-3, 42, 44	1965
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28	208-210 S. Main Street	Robinson Printing for SE Colorado	2009-3, 41	1950
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29	212 S. Main Street	The Lassie	2009-3, 40	1914
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30	214 S. Main Street		2009-3, 39	1912
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31	216-220 S. Main Street	The Flower Boutique	2009-3, 38	1910
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32	222- 224 S. Main Street	105.7 Radio Station/ H & R Block	2009-3, 35, 37	1910
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33A	300-302 S. Main	Las Brisas/ Video Latina	2009-3, 28, 36	1910
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33B	304-308 S. Main	Security Loans/ Wollert Real Estate	2009-3, 29, 30	1910
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34	310-312 S. Main	Guaranty Abstract Company	2009-3, 31	1961
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35	316 S. Main	Brase Insurance Agency	2009-3, 32	1969
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36	322 S. Main Street	Alamo Apartments	2009-3, 33, 34	1937
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37	518 N. Main Street	Great Plains Supply/ Good Vibrations	2009-3, 109, 110	1935
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38	512-516 N. Main Street	Prairie Glass Co./ Morris Manor/ Mini Storage	2009-3, 105, 106, 107, 108	1927
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40	420 N. Main Street	Frey Sales & Services	2009-3, 111, 112	1974
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41	414 N. Main Street	"Holiday Paul's Parking"	2009-3, 113	1957
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42	404 N. Main Street	Holiday Motel	2009-3, 114	1927
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43	402 N. Main Street	Ron Austen Repair	2009-3, 115, 116	1930
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44	318 N. Main Street	Lamar Starter	2009-3, 117	1923
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45	312 N. Main Street	Tortilleria Robles	2009-3, 118	1905
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46	308 N. Main Street	M-M Alignments Service/ CAPS trains	2009-3, 119, 120	1906
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47	300 N. Main Street	Loaf N' Jug	2008-15, 5027	1987
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48	224 N. Main Street	True Value Hardware	2009-3, 73	1961
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50	122 N. Main Street	Davies Hotel	2008-15, 5016, 2009-3, 90, 91	1902
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52	110-114 N. Main Street	Wild West Athletics	2009-3, 89	1920
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53	108 N. Main Street	Rug Rat flooring	2009-3, 88	1920
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54	106 N. Main Street	Mike's Main Street Sports	2009-3, 87	1910
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55	102-104 N. Main Street		2009-3, 86	1908
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56	100 N. Main Street	Five-E Liquor Store	2009-3, 84, 85	1910
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57	10 N. Main Street	Thai Spicy Basil	2009-3, 83	1990
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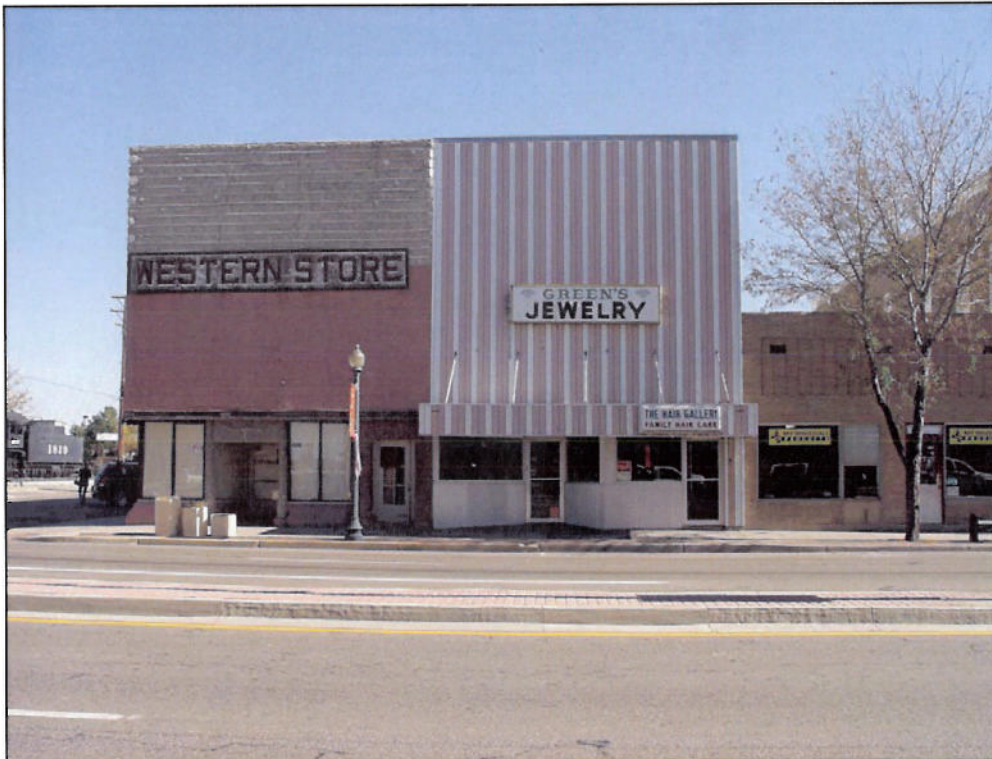
58	20 S. Main Street	Pronto Cash/ Cruikshank Realty	2009-3, 72	1956
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59	109 E. Beech Street	Lamar Depot	2008-15, 5009	1920
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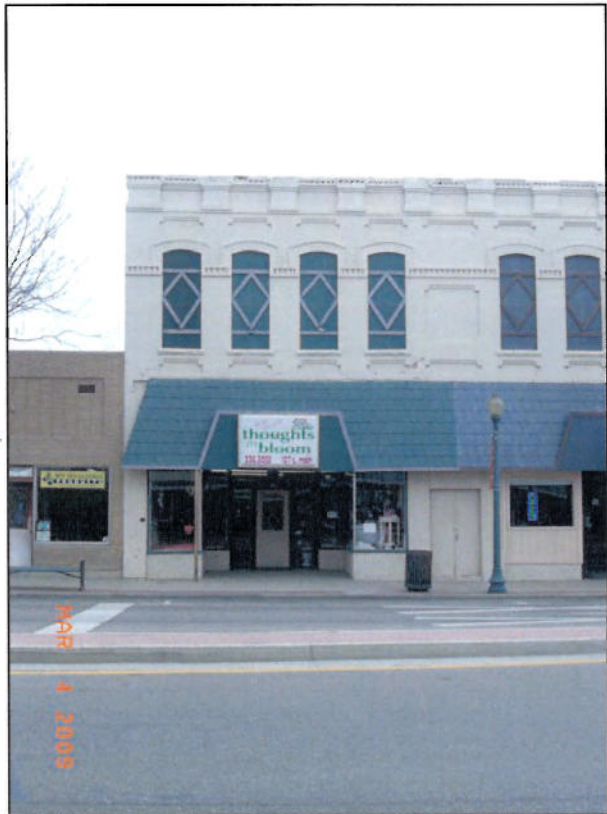
60	101 S. Main Street	Western Store	2008-15, 5007, 2009-3, 54-57	1912
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61	103 S. Main Street	Green's Jewelry	2008-15, 5007	1910
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62	105 S. Main Street	My Wholesale Products	2009-3, 58	unknown
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63	107 S. Main Street	Thoughts in Bloom	2009-3, 59, 60	1912
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64	109 S. Main Street	Daylight Donuts	2009-3, 59, 61	1918
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65	115 S. Main Street	Shore	2009-3, 62	1910
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66	119 S. Main Street	Curves	2009-3, 63	1895
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67	121 S. Main Street	Sweethearts	2009-3, 64	1918
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68	123 S. Main Street	Bison Title Co./ Cavanaugh Real Estate	2009-3, 65, 66	1897
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69	125 S. Main Street	Crafters Corner (Wilson Building)	2009-3, 66, 67	1897
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70	201-205 S. Main	Prowers County Development	2009-3, 1, 2	1937
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71	207 S. Main	Vacant	2009-3, 3	1908
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72	209 S. Main	Monograms	2009-3, 4	1897
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73	213 S. Main	Carla's Dress Shop	2009-3, 5	1924
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74	215-217 S. Main	Ron Foster Law Offices	2009-3, 6	1910
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75	219 S. Main Street	Lamar Theatre Beautiful	2009-3, 7	1946
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76	223 S. Main Street	Masonic Temple	2009-3, 8, 9	1902
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77	301 S. Main Street	Prowers County Courthouse	2009-3, 27	1928
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