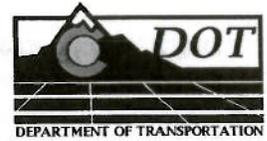


# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Ave.  
Shumate Bldg.  
Denver, Colorado 80222  
(303) 757-9281



February 12, 2009

Mr. Edward C. Nichols  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

**SUBJECT:** Determinations of Eligibility, I-25 Dillon Drive Environmental Assessment, Pueblo County (CHS #53973)

Dear Mr. Nichols:

This letter, with supporting documentation in the form of the enclosed cultural resources inventory report and assorted graphics, constitutes a request for concurrence with determinations of eligibility for the project referenced above. The Colorado Department of Transportation (CDOT), in cooperation with the City of Pueblo, has developed plans for a new access at I-25 and Dillon Drive, and also at I-25 and Eden Road. This project is being documented as an Environmental Assessment.

The proposed new access to I-25 would require construction of a new bridge over I-25 at Dillon Drive and new on- and off-ramps to I-25 south of the bridge at Dillon Drive. These new ramps would replace the existing ramps at the south half of the Eden Interchange. This configuration, called a "split diamond interchange", provides all of the movements of a typical "diamond" interchange except the freeway connections are slit between two nearby roads. In this case, the connection would be from Dillon Drive and Eden Road. A new two-way road along the west side of I-25 at the existing frontage road would connect the south half of this interchange at Dillon Drive with the north half at Eden Road. In addition, a new rear access drive will be constructed west of the businesses fronting the I-25 access road on the west side of the interstate.

The Area of Potential Effects (APE) established for the undertaking takes into consideration potential direct and indirect effects associated with the proposed construction. Your office approved of the APE in a letter to CDOT dated January 19, 2009.

### **Eligibility Determinations**

Six historic sites and one isolated find were newly recorded during the field inventory. There were no previously documented properties in the APE. Four of the seven resources are evaluated as eligible for inclusion on the National Register of Historic Places (NRHP), as follows:

**Denver and Rio Grande Western Railroad Segment (SEP1776.12):** As the first railroad line to arrive in Pueblo in 1872, the Denver and Rio Grande Western Railroad (D&RGW) had a profound impact on the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad provided encouraged growth and development locally and regionally. The entire

D&RGW resource in Pueblo County was previously determined officially NRHP *eligible*. This 4,300 foot segment supports the eligibility of the entire resource.

**Denver and Rio Grande Western Railroad Bridges 112.34 (SPE1776.13) and 112.78 (SPE1776.14):** Both of these Denver and Rio Grande Railroad bridges were built in 1926 and carry the former D&RGW (current Union Pacific) railroad line across unnamed arroyos. SPE1776.13 is a concrete, two-span, simple deck bridge, while SPE1776.14 is a concrete, three-span, simple deck structure. Both bridges are contributing elements to the officially *eligible* D&RGW line for their role in the region's development. Conversely, neither bridge is recommended as individually eligible under Criterion C because of their inability to serve as representative examples due to excessive deterioration from material loss and weathering.

**US Highway 85 (SPE6890.1):** This concrete-slab roadway segment of the former US Highway 85 is approximately 1,040 feet long within the project area. US 85 played an important role in the urbanization of Colorado as part of the first paved north-south route through Colorado from Wyoming to New Mexico. The entire length of US 85 in Pueblo County was not evaluated for this project but is assumed to be NRHP *eligible* as an important transportation artery on the Front Range, and its contribution to the urbanization, commerce and trade, and transportation history of Colorado between 1930 and 1961 when it was replaced by I-25 along generally the same route. The segment surveyed supports the overall eligibility of the US 85 resource in Colorado.

**Atchison, Topeka & Santa Fe Railroad Segment (SPE1665.12):** The approximately 1,700 foot segment of the abandoned Atchison Topeka and Santa Fe (AT&SF) railroad grade was abandoned sometime before 1916. All of the rails, ties, and gravel have been removed from the site. Although the AT&SF railroad has been determined eligible to the NRHP, this segment does not support the overall eligibility of the resource due to lack of physical integrity.

**5 Star Homes (SPE6891):** This property consists of two permanent commercial buildings and three temporary mobile homes. The primary building is located at the west side of the property and is a two-story, concrete-block office building that was built in 1965. The secondary building on the property is a two-story metal-framed service building that was built in 1978. The buildings at the 5 Star Homes property, 2335 N. Interstate 25, are recommended *not eligible* to the NRHP because they do not meet the Criterion Consideration G for properties less than 50 years of age with exceptional significance in historical associations or architecture.

**Isolated Find (SPE6895):** This isolate consists of a debris scatter containing 8 sherds of salt-glazed stoneware, 2 fragments of green bottle glass, 4 fragments of amethyst glass and 3 fragments of metal. The isolate does not meet the eligibility criteria for nomination to the NRHP and is therefore recommended as *not eligible*.

We request your concurrence with the determinations of eligibility outlined above and in the accompanying survey report. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act, and the Advisory Council on Historic Preservation's regulations. These materials have also been submitted to the City of Pueblo Historic Preservation Commission for review. Once we receive the Commission's comments we will forward them to you.

Mr. Nichols  
February 12, 2009  
Page 3

---

Thank you in advance for your prompt attention to this matter. If you require additional information in order to complete your review, please contact CDOT Assistant Staff Historian Jennifer Wahlers at (303) 757-9758.

Very truly yours,



*for* Brad Beckham, Manager  
Environmental Programs Branch

Enclosures: Survey Report

cc: Dick Annand, CDOT Region 2  
Brett Weiland, CH2MHill  
Carrie Schomig, TEC  
CF/F



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Ave.  
Shumate Bldg.  
Denver, Colorado 80222  
(303) 757-9281



February 12, 2009

Mr. Wade Broadhead, Staff Planner  
Historic Preservation Commission  
City of Pueblo  
211 E. "D" St.  
Pueblo, CO 81003

SUBJECT: Determinations of Eligibility, I-25 Dillon Drive Environmental Assessment, Pueblo County

Dear Mr. Broadhead:

This letter, with supporting documentation in the form of the enclosed cultural resources inventory report and assorted graphics, constitutes a request for comments on determinations of eligibility for the project referenced above. The Colorado Department of Transportation (CDOT), in cooperation with the City of Pueblo, has developed plans for a new access at I-25 and Dillon Drive, and also at I-25 and Eden Road. This project is being documented as an Environmental Assessment.

The proposed new access to I-25 would require construction of a new bridge over I-25 at Dillon Drive and new on- and off-ramps to I-25 south of the bridge at Dillon Drive. These new ramps would replace the existing ramps at the south half of the Eden Interchange. This configuration, called a "split diamond interchange", provides all of the movements of a typical "diamond" interchange except the freeway connections are slit between two nearby roads. In this case, the connection would be from Dillon Drive and Eden Road. A new two-way road along the west side of I-25 at the existing frontage road would connect the south half of this interchange at Dillon Drive with the north half at Eden Road. In addition, a new rear access drive will be constructed west of the businesses fronting the I-25 access road on the west side of the interstate.

The Area of Potential Effects (APE) established for the undertaking takes into consideration potential direct and indirect effects associated with the proposed construction. The State Historic Preservation Officer (SHPO) approved the APE in a letter to CDOT dated January 19, 2009. Please see the enclosed copy of the APE.

### Eligibility Determinations

Six historic sites and one isolated find were newly recorded during the field inventory. There were no previously documented properties in the APE. Four of the seven resources are evaluated as eligible for inclusion on the National Register of Historic Places (NRHP), as follows:

**Denver and Rio Grande Western Railroad Segment (5EP1776.12):** As the first railroad line to arrive in Pueblo in 1872, the Denver and Rio Grande Western Railroad (D&RGW) had a profound impact on the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad provided encouraged growth and development locally and regionally. The entire D&RGW resource in Pueblo County was previously determined officially NRHP *eligible*. This 4,300 foot segment supports the eligibility of the entire resource.

**Denver and Rio Grande Western Railroad Bridges 112.34 (5PE1776.13) and 112.78 (5PE1776.14):** Both of these Denver and Rio Grande Railroad bridges were built in 1926 and carry the former D&RGW

(current Union Pacific) railroad line across unnamed arroyos. SPE1776.13 is a concrete, two-span, simple deck bridge, while SPE1776.14 is a concrete, three-span, simple deck structure. Both bridges are contributing elements to the officially *eligible* D&RGW line for their role in the region's development. Conversely, neither bridge is recommended as individually eligible under Criterion C because of their inability to serve as representative examples due to excessive deterioration from material loss and weathering.

**US Highway 85 (SPE6890.1):** This concrete-slab roadway segment of the former US Highway 85 is approximately 1,040 feet long within the project area. US 85 played an important role in the urbanization of Colorado as part of the first paved north-south route through Colorado from Wyoming to New Mexico. The entire length of US 85 in Pueblo County was not evaluated for this project but is assumed to be NRHP *eligible* as an important transportation artery on the Front Range, and its contribution to the urbanization, commerce and trade, and transportation history of Colorado between 1930 and 1961 when it was replaced by I-25 along generally the same route. The segment surveyed supports the overall eligibility of the US 85 resource in Colorado.

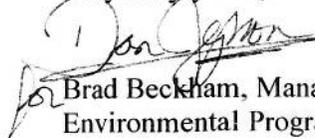
**Atchison, Topeka & Santa Fe Railroad Segment (SPE1665.12):** The approximately 1,700 foot segment of the abandoned Atchison Topeka and Santa Fe (AT&SF) railroad grade was abandoned sometime before 1916. All of the rails, ties, and gravel have been removed from the site. Although the AT&SF railroad has been determined eligible to the NRHP, this segment does not support the overall eligibility of the resource due to lack of physical integrity.

**5 Star Homes (SPE6891):** This property consists of two permanent commercial buildings and three temporary mobile homes. The primary building is located at the west side of the property and is a two-story, concrete-block office building that was built in 1965. The secondary building on the property is a two-story metal-framed service building that was built in 1978. The buildings at the 5 Star Homes property, 2335 N. Interstate 25, are recommended *not eligible* to the NRHP because they do not meet the Criterion Consideration G for properties less than 50 years of age with exceptional significance in historical associations or architecture.

**Isolated Find (SPE6895):** This isolate consists of a debris scatter containing 8 sherds of salt-glazed stoneware, 2 fragments of green bottle glass, 4 fragments of amethyst glass and 3 fragments of metal. The isolate does not meet the eligibility criteria for nomination to the NRHP and is therefore recommended as *not eligible*.

We request your comments on the determinations of eligibility outlined above and in the accompanying survey report. Should you elect to respond, we ask that you submit comments within 30 days of receipt of this letter. If you require additional information in order to complete your review, please contact CDOT Assistant Staff Historian Jennifer Wahlers at (303) 757-9758.

Very truly yours,

  
Brad Beckham, Manager  
Environmental Programs Branch

Enclosures: Survey Report  
APE Map

cc: Dick Annand, CDOT Region 2  
Brett Weiland, CH2MHill  
Carrie Schomig, TEC  
CF/F