
*Class III Cultural Resources Inventory,
Dillon Drive at I-25, Pueblo, Colorado*

FINAL



Prepared for:
CH2M Hill
90 S. Cascade Avenue
Colorado Springs, CO 80903

In Association With:
Colorado Department of Transportation
4201 E. Arkansas Ave.
Denver, CO 80222

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ABSTRACT

In November and December 2008, personnel from TEC Inc. (TEC) conducted a Class III cultural resources inventory of approximately 110.96 acres in Section 36 Township 19 South, Range 65 West, and Sections 1 and 12 in Township 20 South, Range 65 West for the City of Pueblo and the Colorado Department of Transportation (CDOT), in connection with proposed road improvements at Dillon Drive and Interstate 25 (I-25) in Pueblo, Pueblo County, Colorado. The inventory was conducted to identify, document, and evaluate cultural resources within the project area with regard to their potential eligibility for nomination to the National Register of Historic Places (NRHP) as outlined by the National Historic Preservation Act (NHPA).

A total of six cultural resources consisting of one architectural resource and five linear resources are located within the boundaries of the project area. All six resources recorded were built before 1969. The date 1969 was chosen because it is CDOT's standard practice to evaluate historic resources that are 40 years or older in order to allow for a period for completion of final design and construction for the proposed project. None of these resources have been previously surveyed and evaluated.

Results of this cultural resources inventory recommend that four resources are individually eligible for nomination to the NRHP. These resources are a segment of the former United States (US) Highway 85 (5PE6890.1), a segment of the former Denver & Rio Grande Western (D&RGW) Railroad (5PE1776.12), and two 1926 railroad bridges that are within that railroad segment (5PE1776.13 and 5PE1776.14).

An archaeological survey conducted within the project area identified one Isolated Find (IF), but no archaeological sites that are recommended eligible for nomination to the NRHP.

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ACRONYMS

APE	Area of Potential Effects
AT&SF	Atchison, Topeka and Santa Fe
CDOT	Colorado Department of Transportation
D&RG	Denver and Rio Grande
D&RGW	Denver and Rio Grande Western
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
ROW	Right-of-way
SH	State Highway
SHPO	State Historic Preservation Officer
US	United States
USGS	United States Geological Survey

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1.0 INTRODUCTION

The City of Pueblo proposes to modify the existing interchange at Eden to provide a connection to Dillon Drive in Pueblo, Pueblo County, Colorado. As part of an Environmental Assessment, and in compliance with Section 106 of the NHPA, TEC performed a Class III cultural resources inventory of the proposed project area. The purpose of the inventory was to identify any cultural resources within the proposed project area that might be eligible for the NRHP. Fieldwork was conducted by; Sarah Quinn, Cultural Resources Specialist; Jennifer Bryant, Historian and Archaeologist; and Carrie Schomig, Architectural Historian.

The project area is located along Dillon Drive, also known as Platteville Drive, where the roadway ends at I-25, and extends northward along the Frontage Road through the Eden interchange at I-25 for a distance of about 1.2 miles. CDOT consulted with the State Historic Preservation Officer (SHPO) on the project area and Area of Potential Effects (APE) in a letter dated January 8, 2009. The SHPO agreed with the proposed APE in a letter dated January 19, 2009. The APE includes approximately 110.96 acres in Section 36 Township 19 South, Range 65 West, and Sections 1 and 12 in Township 20 South, Range 65 West in Pueblo County, Colorado (Figure 1). The project area can be found on the Northeast Pueblo, Colorado, USGS 7.5' topographic quadrangle. About half of the inventory was conducted on privately owned lands within the city of Pueblo, Colorado, while the other half was conducted on public lands within the Colorado Department of Transportation Right of Way (ROW) along and adjacent to I-25.

A total of 15 properties are located within the boundaries of the APE. Of these, seven historic resources were constructed in or before 1969. Six cultural resources were surveyed in this inventory. Although the I-25 highway and its structural components, including the I-25 overpass bridge at Pace Road and its concrete box culverts underneath the highway, were built during the 1950s and was completed in 1961, I-25 is exempt from recordation under the Exemption for Interstate Highways, issued in 2005 (Federal Register, 2005). The remaining six resources built before 1969 within the APE were surveyed and evaluated for eligibility for nomination to the NRHP. These six resources consist of one architectural site and five linear resources. The architectural site is a two-story, concrete-block office building that was built in 1965. The five linear resources are one railroad line, one abandoned railroad bed, two railroad bridges, and one abandoned highway segment.

A Class III pedestrian archaeological survey conducted within the APE identified one Isolated Find (IF), but no archaeological sites.

2.0 ENVIRONMENT

The project area is located in Pueblo, Colorado, and follows the roadway corridors of I-25 in the vicinity of Dillon Drive, Quartz Street, and Pace Road. The project area and APE was developed in consultation with the CDOT headquarters Historians, the Colorado Historical Society's Office of Archaeology and Historic Preservation (OAHP) Compliance Coordinator, and other interested parties. The APE shown in Figure 2 was developed based on the direct and indirect impacts of the anticipated project improvements. The APE was established considering that the roadway improvements will occur at Dillon Drive over I-25, along the I-25 Frontage Road north of Dillon Drive, and at the rear, west side of the parcels that front the Frontage Road and at the existing Eden interchange with I-25. Substantial right-of-way (ROW) along I-25 and at the overpass at the Frontage Road provides adequate area for most project improvements within the existing ROW. Areas parallel to the east ROW of I-25 are included within the APE to assess potential indirect impacts to cultural resources in this area, including the Union Pacific railroad line (former Denver and Rio Grande Western Railroad, D&RGW), and abandoned railroad line (former Atchison Topeka and Santa Fe Railroad, AT&AF) and an abandoned highway segment (US Highway 85).

The project area and APE encompasses approximately 110.96 acres situated on the plains grasslands along the Front Range of southeastern Colorado, an area generally referred to as the Colorado Piedmont section of the Great Plains Province (Fenneman, 1931; Thornbury, 1965). Elevations within the project area range from approximately 4,842 feet to 4,864 feet above sea level. Fountain Creek is the major permanent water source near the project area, and runs north and south east of the project area and is approximately 1,000 from the southeastern corner of the APE. Two unnamed arroyos run generally east-west within the project area and cross underneath I-25 in concrete culverts. The Arkansas River is located approximately 4.7 miles south of the project area.

The climate is described as "middle-latitude cool steppe," characterized by low humidity, sparse rainfall, moderate to high winds, abundant sunshine, and a fairly large range in annual temperatures from an average of 24-29 degrees Fahrenheit in January to an average of 74 degrees Fahrenheit in July. Precipitation in the project area falls mainly as rain or snow between April and September and ranges from 12 to 18 inches annually (Fenneman, 1931; Thornbury, 1965).



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Figure 2. Area of Potential Effects

The project area falls within the Grama-Buffalo Grassland vegetation community, as illustrated by Kuchler (1964, 1975), and can generally be described as a combination of grasslands and localized wetlands. At the time of the survey, over half of the project area was under landscaping and asphalt, and exhibited no native community species. However, those areas left uncultivated exhibited a mixture of grass species. Animal species known to inhabit the area include prairie dog, cottontail rabbit, coyotes, foxes, badgers, and weasels. Raptors such as owls, hawks and eagles are occasionally seen in the general area. The grasslands and riparian corridors along Fountain Creek provide habitat for a number of migratory birds including robins, western kingbirds, and vesper sparrows. In addition, hawks, magpies, meadowlarks, and ravens may be present (Kuchler, 1964; Kuchler, 1975).

Built Environment

The project area's manmade environment consists of low density commercial development and open, undeveloped areas. The west side of the project area is characterized by large commercial lots developed with seven parcels that face east toward Frontage Road, the main access road to the development. The parcels are sparsely developed with a variety of commercial buildings, of which all but one building was built after 1969. The center of the project area is dominated by I-25, a major divided four-lane highway, and its interchange at Eden (Pace Road) and Frontage Road. The east side of the project area encompasses the I-25 ROW and consists of treeless, undeveloped land with two east-west arroyos. The southeast portion of the project area includes abandoned north-south segments Atchison Topeka and Santa Fe (AT&SF) Railroad, and the former US Highway 85. A Union Pacific Railroad line (formerly the D&RGW) forms most of the east edge of the project area.

3.0 CULTURAL HISTORY AND PREVIOUS WORK

TEC conducted a search of the Colorado Office of Archaeology and Historic Preservation's database on September 10, 2008, for the legal land sections within the project area. The search parameters encompassed all of Sections 6 and 7 of Township 20 South, Range 64 West; Section 31 of Township 19 South, Range 64 West; Sections 1, 2, 11, and 12 of Township 20 South, Range 65 West; and Sections 35 and 36 of Township 19 South, Range 65 West. The file search area encompassed more than a one-mile radius surrounding the project area and APE.

Results of the file search identified no previously recorded sites or surveys within the project area. While no architectural resources have been recorded within the one-mile radius surrounding the project area, four previously recorded archaeological sites (5PE116, 5PE124, 5PE125, and 5PE126) were identified in the general region surrounding the project area and APE. Site 5PE116 consists of two concentrations of flakes approximately 0.7 miles north of the project area. This site was found during a reconnaissance survey for flood control closures on Fountain Creek. Site 5PE124 is a concentration of chert flakes and was found during a reconnaissance survey for flood control closures on Fountain Creek located roughly one mile southeast of the project area. Site 5PE125 consists of a scatter of flakes and granitic cobbles and led archaeologists to believe it is possible portions of the site were buried. This site was found during a reconnaissance survey for flood control closures on Fountain Creek and is located 1.25 miles east of the project area. Site 5PE126 is composed of a thin scatter of flakes with fire-cracked cobbles and historic trash. This site is located approximately one mile southeast of the project area and was discovered as part of a reconnaissance survey for flood control closures on Fountain Creek.

3.1 Historic Context

Overview

The Paleo-Indian stage is divided into three periods based on changes in material culture. The earliest is the Clovis period (12,000-11,000 BP), the Folsom period (11,000-10,000 BP) and the Plano period (10,000 -7,500 BP). Most of the information for Paleo-Indian stage comes from kill and game processing sites on the plains with one burial site attributed to the Plano period. The Archaic stage (7,500-1,800 BP) is also divided into three periods based on changes in material culture. These consist of the Early Archaic period (7,500-5,000 BP), the Middle Archaic (5,000-3,000 BP) and the Late Archaic period (3,000-1,800 BP). Mainly open camps are documented for the Archaic stage. These sites contain greater amounts of cultural material and show an increased reliance on plants. Late Archaic sites contain greater numbers of diagnostic artifacts, with numerous hearth features and a variety of bone artifacts and ground stone (Gilmore et al, 1999). In the Late Prehistoric stage (AD 150-1540), ceramics, the bow and arrow, and limited horticulture start to show up in the archaeological record.

In the Proto-historic stage (AD 1540-1860), European contact with Native Americans takes place and written accounts of native cultures begin to appear. Euro-American occupation of the Pueblo area occurred in the late 1700s and 1800s following Spanish exploration of the area and the subsequent Louisiana Purchase. In 1842, a group of trappers and traders built a plaza called El Pueblo, or Fort Pueblo, near the confluence of Fountain Creek and the Arkansas River for its potential as a trade route. Settlers first established the Pueblo region through trapping, farming, and ranching along the Arkansas River Valley in the early 1840s, when it formed the U.S. border with Mexico. Settlers began raising cattle in the lands around Pueblo and Hardscrabble, and ranching continued to be an important part of life in Pueblo as many ranchers who followed the Goodnight-Loving trail ended up trading their cattle in Pueblo (Wagner, 2002:37).

The population growth that came with Colorado's gold rush of 1859 encouraged farming and ranching in the state's Southern Frontier Region, which comprises Colorado's southeastern quadrant with Pueblo positioned north of center. Federal land laws, including the Homestead Act of 1862, attracted more residents to the region in the subsequent decades. During the 1850s through the 1870s the lands around Pueblo which were not involved in farming served as open range cattle lands. In the 1850s and 1860s farming became a larger venture in the Sangre de Cristo and Pueblo areas and during the 1870s the railroad boom led to an increase in farming ventures and the decline of the open range cattle industry.

Cattle and sheep ranching steadily increased in the 1870s and 1880s, while irrigation projects helped provide supply water to a growing numbers of farms for crop growing. In the area around Pueblo wheat was one of the largest money making crops (Mehls and Carter, 1984).

The arrival of the Denver and Rio Grande (D&RG) railroad in 1872 gave Pueblo access to statewide and transcontinental transportation routes and boosted all areas of commerce and development in the city and surrounding region. The railroad lines helped to stimulate Pueblo heavy industries, including steel mills, fabrication plants, and smelters. Outside of Pueblo, new towns propagated along the new railroad lines to provide services and goods, such as coal or grain, to the greater region and beyond. By the 1880s, Pueblo's population and commerce had grown into four adjacent towns, and in 1886, Pueblo and its two neighboring towns, South Pueblo and Central Pueblo, legally consolidated into the City of Pueblo. In 1894, the adjacent city of Bessemer also joined Pueblo, solidifying Pueblo's seat as the center of commercial, political, and cultural life in Southern Colorado (Dodds, 1982; Mehls and Carter, 1984).

While the late 1880s and early 1890s in the area saw an abundance of abnormally wet seasons, the drought of the late 1890s led to the abandonment of many plains communities. The Panic of 1893 only further slowed agricultural and commercial growth in the late 1890s. The downturn led many farmers to switch to dryland farming of sugar beets, the cash crop that dominated agriculture between 1900 and 1930, and help bring growth to Pueblo County in the early twentieth century. By the early twentieth century, Pueblo had established a reputation as a steel-producing town, with the Colorado Fuel & Iron steel mill on the south side of the city among the many steel manufacturing and production plants of the time. This period was also characterized by the arrival of the automobile nationwide, including Southern Colorado. By the 1920s, Pueblo residents had embraced their newfound mobility as road building in and around Pueblo connected the city to the rest of Colorado in ways not previously possible by horse-drawn carriages or the railroad (Mehls and Carter, 1984).

Although growth in Pueblo slowed during the Great Depression of the 1930s, military activities in Pueblo County helped support the local economy during the early 1940s. After the United States' entry in World War II in 1941, in 1942 the War Department began construction on an Ordnance Depot on former rangeland near Pueblo and an Army Air Base, located six miles east of the city. The Ordnance Depot opened in June followed by the Army Air Base in August to house the 302nd Bombardment Group. Together, the installations brought thousands of servicemen to Pueblo. The region felt a beneficial economic impact from the military presence, supplying support for local businesses and construction jobs

for local residents. While the Army Air Base closed after the end of the war in 1945, the Ordnance Depot has continued military operations until the present (Mehls and Carter, 1984:II-35).

Pueblo has continued to serve as the principal city of Colorado's Southern Frontier through the last half of the twentieth century and until the present. After nearly 100 years of reliance on heavy industries, the city suffered an economic downturn in the 1970s and 1980 during a decline in American steel. Despite the downturn, however, Pueblo still serves as the center of political and cultural life in the county, and maintains its central position along Colorado's major vehicular and railroad transportation arteries.

Railroads

The arrival of railroads to Pueblo transformed the town into an urban center and the second largest trading hub in Colorado. The new transportation encouraged growth in coal mining, agriculture, and heavy industries in Pueblo and the surrounding region. The D&RG Railroad was the first to reach Colorado's Southern Frontier when it arrived in Pueblo in 1872. In 1870, railroad owner General William J. Palmer organized the formation of the D&RG by assembling former employees of the Kansas Pacific Railroad, which had recently completed an east-west extension from Kansas to Denver. Palmer quickly made plans to extend the new D&RG line to Colorado's southern and mountain towns using narrow gauge track, which was cheaper than the standard gauge and could better negotiate the curving mountain terrain. On this premise, the D&RG made plans to establish new railroad lines to such sites as Castle Rock, Palmer Lake, Colorado Springs, and Pueblo, while creating newly platted towns in each location along the line (Mehls and Carter, 1984:79).

Pueblo citizens took notice of the railroad construction along the Front Range, and in 1871, voted to issue \$100,000 in bonds to support the construction of the railroad to Pueblo rather than to their neighboring town of Canon City. Their efforts were successful, and by the time the railroad opened in 1872, the D&RG had established a depot on a tract of land at the southeast corner of the city. There, the D&RG's land company, the Central Colorado Improvement Company, began platting its own town, naming it South Pueblo. South Pueblo town persisted until Pueblo County sued the land company in 1878 and won in a U.S. Supreme Court ruling (Fry and Miller, 2001:47).

The D&RG quickly faced competition from another railroad, the Atchison Topeka and Santa Fe (AT&SF) railroad, which reached Pueblo from Kansas by way of La Junta in 1876. By the mid-1880s, the AT&SF had constructed a main line that extended from Pueblo northward to Colorado Springs. By the end of the decade, Pueblo boasted four main lines with the addition of the Missouri Pacific and the

Denver and New Orleans (later the Colorado and Southern). These railroads brought services and goods to the region, and ultimately stimulated growth and prosperity through the close of the 1880s. D&RG railroad maps indicate that in 1888, the D&RGW railroad line was straightened slightly through the project area, north of Pueblo, eliminating the unnecessary curves along the route (Denver and Rio Grande Western Railroad, 1940).

Railroad expansion stopped during the period of recession following the Panic of 1893 through 1900, but picked up again at the turn of the twentieth century. By 1900, an average of 20 daily trains traveled between Pueblo and Denver, and an additional average of 21 daily trains went to points west, south, and east (Dodds, 1994:82). In 1901, Palmer sold his stake in the D&RG.

The second period of railroad construction arrived in the 1910s, when the AT&SF was particularly active in establishing new lines southeast to Amarillo, Texas. Railroad growth slowed when personal automobile ownership skyrocketed into the 1920s and replaced the demand for travel by train. Faced with competition from the horseless carriage, railroad companies tried to attract new residents to the Southern Frontier region by advertising lower relocation rates and added services (Mehls and Carter, 1984: 80). The D&RG reorganized as the Denver and Rio Grande Western (D&RGW) in 1921. The economic downturn of the Great Depression slowed regional railroads markedly during the 1930s, but picked up again during World War II of the early 1940s.

Operation of the D&RGW in Colorado and the Pueblo region continued into the late twentieth century until 1988 when its parent company, Rio Grande Industries, purchased Southern Pacific Railroad and assumed its name. Union Pacific Railroad acquired Southern Pacific in 1996. The Union Pacific railroad continues to operate on the railroad line on the former D&RGW tracks.

Roads

Early north-south transportation routes between Wyoming and New Mexico began as trails and wagon roads that were used by long-distance travelers through the region currently occupied by the City of Pueblo. While railroad lines brought Pueblo commercial and population growth during the late nineteenth century, an ever-increasing number of residents sought transportation to and from the city. Trains and carriages afforded some opportunity for travel, but their fixed routes and rigid schedules offered little flexibility along the route. This approach changed in 1900, when Pueblo, like the rest of the country, embraced the introduction of the automobile.

The arrival of Henry Ford's Model T allowed individually owned automobiles that first began as a diversion for the wealthy to become an affordable vehicle for the masses in 1908, thanks to Ford's efficient use of standardized, interchangeable parts built using assembly-line production. When automobiles became more attainable, they became numerous in cities and towns nationwide. Ford's easy monthly installment plan permitted nearly anyone with steady employment to purchase a Model T, and by the 1920s, the automobile had become commonplace from coast to coast. The first automobile appeared in Pueblo in 1902 when an Oldsmobile owned by the city's first automobile dealer, C.W. Fowler, arrived to town. By 1906, the popularity of the automobile led the Pueblo City Council to finance paving the city's downtown streets (Dodds, 1994: 143).

The Good Roads Movement rallied motorists to lobby state governments for road improvements and new road construction. In 1907, the Colorado State Legislature authorized the construction of a new highway traversing the state from north to south, from New Mexico to Wyoming. An auto tourist guide from 1912 identified the road as the "Great North and South Highway." The highway extended 326 miles linking many of the cities along the Front Range, including Fort Collins, Denver, Colorado Springs, Pueblo, and Trinidad. The unpaved route was completed between Denver and Pueblo around 1919, covering the old wagon trails that previously connected the cities. In the late 1910s, traveling the 130-mile distance between Denver and Pueblo was an eight-hour journey, with about two and one-half hours travel time between Pueblo and Colorado Springs (Commemorating the Opening of the Pueblo Freeway, 1959:2).

Colorado's major roads improved when the federal government took on the responsibility of directing major highway road construction with the Federal Highway Act of 1921. Under the Act, road projects could use federal appropriations, and were constructed through a partnership between federal and state agencies. The Act's first highway project in Colorado was the stretch of paved highway between Denver and Littleton, which became part of the Great North and South Highway, and later the US 85 segment, whose paved segment is located within the project area (Associated Cultural Resource Experts, 2002:54).

With federal funding, the Colorado Department of Highways paved US 85 over the course of 30 years between 1920 and 1950 as the new 309-mile interstate highway that ran north-to-south from Cheyenne, Wyoming, to the New Mexico state line. When the Colorado Highway Advisory Board renumbered the state roads in 1922, the road became designated State Highway 1. In 1927, the national highway system also identified the Highway as US 85, or the Old Denver Highway. One year later, in 1928, the segment of US 85 between Denver and Colorado Springs was paved in concrete. The highway south of Colorado Springs to Pueblo, however, was still dirt until 1930, when the Colorado Department of Highways hard-

surfaced the route with 18-foot-wide concrete paving to Pueblo. The entire length of US 85 between Wyoming and New Mexico was paved by 1938. Federal standards in the 1920s called for concrete roads that were constructed of 18-foot-wide and 6-inch-thick concrete slabs that were set with lateral joints set at 30-foot intervals. The slabs rested on a 6-inch bed of sand to prevent cracking (Associated Cultural Resource Experts, 2002:54).

Many of the early roads paralleled the course of the existing railroad routes between towns and cities. US 85 followed this pattern, shadowing the north-south railroad tracks between Denver and Pueblo. As automobile routes gained popularity during the 1920s, city development began to reorient away from the railroad depots toward the edges of the new roadways and highways. Automobile-oriented businesses, such as filling stations, automobile repair shops, auto courts, and drive-in restaurants began to appear at the city fringes at the roadside. This new development was especially pronounced during the 1940s and during the post-war boom years following World War II.

In 1941, planning began for improvements along US 85 into and out from Pueblo. The plans arrived in time for the influx of motor vehicles that took to the highway after World War II, coinciding with the car-ownership boom that was occurring nationwide in the late 1940s. Until that time, US 85 terminated at the city grid where the interstate traffic weaved through the city streets and exited out the north and south city limits. Plans for the new freeway linking North Pueblo with South Pueblo were the first of its kind in the city.

Construction work on the new highway through the city began with grading and leveling in 1950. Highway engineers made provisions for flooding and the segment running through the city included 25 culverts underneath the roadbed to divert runoff to the nearby Fountain Creek (The Pueblo Star Journal, 1950). The 9.2-mile highway segment passing through the city was called the Pueblo Freeway, but continued as US 85-87 to the north and south of city limits (Commemorating the Opening of the Pueblo Freeway, 1959:2). In 1950, The Pueblo Star Journal reported progress on the city's "million-dollar freeway," and nine years later, the urban freeway was completed in 1959, connecting with the new US 85 highway north and south of the city.

In 1961, the Colorado Department of Highways completed the 67-mile stretch of what became Interstate 25 (I-25) between the South of Pueblo and Monument, north of Colorado Springs. The entire length of I-25 through Colorado was completed by 1970. The Colorado Department of Highways located the new I-25 directly over the majority of the old Great North and South Highway, as I-25 generally followed the

same route as its predecessor. Where I-25 was straightened from the former highway, unused sections of the old road were abandoned adjacent to the I-25 right of way. Construction on I-25, like all federal highways, had to follow the federal guidelines, which determined dimensions, grades, and other engineering. All of the overpasses and underpasses were constructed of concrete rigid-frame bridges. Because the highway was divided, the bridges typically consisted of identical pairs of bridge structures at overpasses (Associated Cultural Resource Experts, 2002:75). Their spare, concrete aesthetic was both functional and aesthetically Modern in design, firmly expressing both form and function. Culverts for cross-drainage were placed at regular intervals to prevent overflow from the highway's side ditches. The standardized regulations resulted in a uniform interstate highway system that was uniform in design and engineering throughout the United States. I-25 continues to serve as Colorado's major interstate north-south highway, and beyond Colorado, is considered to be part of the unofficial Pan-American highway that links North, Central, and South America.

4.0 METHODS AND PROCEDURES

Following state and federal policies and regulations, the project area was surveyed and inventoried to identify cultural resources within the boundaries of the project area and APE. Discovered cultural resources were evaluated using the criteria established for NRHP eligibility (36 CFR §60.4 a-d).

The overall goal of this cultural resources inventory is to assist in the identification, NRHP evaluation, and treatment of identified cultural resources that lie within the project area. This investigation followed the OAHP guidelines for conducting cultural resource inventories in Colorado. The Colorado State Historic Preservation Officer (SHPO) was also consulted on the development of the APE and the cultural resource survey methods.

In general, the objectives of the inventory were to: 1) identify all cultural and historic resources within the inventoried project area; 2) attempt to relocate previously recorded archaeological sites, if any, reported within the project area; 3) make an initial recommendation regarding identified cultural resources' eligibility for nomination to the NRHP; and 4) make appropriate recommendations regarding the treatment of NRHP-eligible cultural resources within the project area.

The criteria for evaluating cultural resources in terms of their potential nomination to the NRHP provide a systematic, definable means to evaluate historic and cultural properties. The criteria specified in 36 CFR 60.4 are as follows:

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

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

NRHP Criteria Considerations were also applied to the properties within the project area. These are:

- a. Religious properties;*
- b. Moved properties;*
- c. Birthplace or grave of a person significant in our past;*
- d. Cemeteries;*
- e. Reconstructed buildings;*
- f. Commemorative properties;*
- g. Properties of exceptional importance achieving significance within the past 50 years*

To better define a property's significance, the NRHP developed the concept of "areas of significance," which are general categories that help describe a property's place in American history. Areas of significance include, but are not limited to, categories such as architecture, archaeology, commerce, ethnic heritage, industry, the military, politics/government, and social history. Properties that have been altered over the course of time may still be included in the NRHP, but they must retain integrity of location, design, setting, materials, workmanship, feeling, and association in order to be considered significant according to NRHP standards. Some property types (religious properties, cemeteries, birthplaces and graves of important historical figures, moved or reconstructed properties, and commemorative properties) are not usually included in the NRHP unless certain standards are met. Generally, properties must be at least 50 years old to be considered historically significant unless they are exceptionally important. Further, a period of significance must be defined for each eligible property. The NRHP defines the period of significance as "the length of time when a property was associated with important events, activities, or persons or attained the characteristics which qualify it for National Register listing." However, in instances where the building or structure is recommended as not eligible for listing in the NRHP, a period of significance does not apply.

Buildings and structures less than 50 years of age were evaluated according to NRHP Criteria Consideration G, which states that these properties may be considered eligible by "achieving significance within the past 50 years if it is of exceptional importance," or "if they are integral parts of districts that do meet the [NRHP] criteria" (National Park Service, 1998). Exceptional importance may reflect, for example, the extraordinary impact of a political or social event, resources so fragile that survivors of any age are unusual, a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession, etc.

4.1 ARCHITECTURAL SURVEY

Historic resources within the project area were surveyed according to the date of construction. Resources that will be 40 years or older, or, rather, buildings and structures that were built in or before 1969, were intensively surveyed and evaluated under NRHP Criteria A-D. Pueblo County Assessor Records identified seven cultural resources built in or before 1969 within the project area. However, one of these resources, the I-25 corridor and its structural components, is exempt from survey. Additionally, while the Assessor Records identified parcel 501002001, 2285 N. Interstate 25, as dating to ca.1960, additional building records showed and field survey confirmed that the ca. 1960 building has been demolished and replaced by a building that was built in 1998. The six cultural resources consisting of one architectural resource and five linear resources were surveyed in this inventory, and are listed in Table 1, below.

Table 1. Resources Built Before 1969 Within Project Area				
<i>Site No.</i>	<i>Site Name</i>	<i>Address</i>	<i>Date</i>	<i>Site Description</i>
5PE1665.12	AT&SF Railroad Bed	n/a	Mid-1880s	Abandoned single-track railroad bed; rails, ties, and gravel no longer extant
5PE1776.12	D&RGW Railroad	n/a	1872, 1888	Single-track railroad line currently owned and operated by Union Pacific Railroad
5PE1776.13	D&RGW Railroad Bridge 112.34	n/a	1926	Standard concrete trestle bridge; two-span
5PE1776.14	D&RGW Railroad Bridge 112.78	n/a	1926	Standard concrete trestle bridge; three-span
5PE6890.1	US Highway 85	n/a	1930	Abandoned, concrete-paved segment of highway
5PE6891	5 Star Homes	2335 N. Interstate 25	1965, 1978	Commercial buildings

In November and December 2008, TEC conducted historical research at the Edward Broadhead Library at the Southeastern Colorado Heritage Center, Pueblo Public Library, Denver Public Library, and the Colorado Railroad Museum. Sources examined at these locations included maps, governmental reports, and other historical books and records. The Pueblo County Assessor Records and the City of Pueblo Records were consulted in support of ownership research for properties surveyed.

A comprehensive historical and architectural field survey was conducted to record all identified buildings, structures, linear resources, and landscape features for survey and evaluation. Resources were recorded

using digital photography, which is acceptable by the OAHP. Per the standards of the National Park Service, black and white digital prints were printed on true black and white paper with black-and-white archival ink using an in-house Epson 3800 photo printer. The field survey did not address interiors of the buildings due to limited access to the properties.

Management Data Forms, Architectural Inventory Forms, and Linear Component Forms, depending on the resource, were completed for each of the six historic resources surveyed within the project area. Evaluations of NRHP eligibility were addressed within the forms as specified by OAHP. The physical and architectural descriptions of the landscape features, structures, linear resources, and/or buildings conform to OAHP guidelines and nomenclature, including description of styles, materials, alterations and integrity, and defining architectural elements. Photographs, site sketch maps, and site location maps were included in the site forms in accordance with the *Colorado Cultural Resource Survey Manual* (Office of Archaeology and Historic Preservation, 2007). Printed black-and-white archival photographs were annotated and placed in archival plastic sleeves per OAHP requirements.

4.1 ARCHAEOLOGICAL SURVEY

The project area was surveyed by walking a series of parallel transects spaced no more than 20 meters apart. Special attention was given to areas of enhanced subsurface visibility such as erosion cuts, road ditches, and the backdirt of animal burrows. Discovered cultural materials were classified as **sites** or **isolated finds**, documented on appropriate Colorado cultural resource survey forms, and plotted on the appropriate 7.5' USGS topographic quadrangle. The full extent of each site was delineated and digital photographs taken of the site area and any distinctive features. Discovered diagnostic artifacts were also photographed. All digital photos remain on file at the TEC office in Golden, Colorado. Global Positioning System (GPS) readings were taken, as appropriate, to assist in locating and mapping sites. Readings were taken with a hand-held Trimble Geo-Explorer XT set to the North American Datum 1983 (NAD83) with a rated accuracy of 1 to 3 meters. All GPS readings were differentially corrected and post processed for accuracy. No cultural materials were collected during survey.

All cultural resources discovered during the course of the pedestrian survey were recorded. For documentation purposes, a cultural resource **site** is defined as a location of past human activity that took place over 50 years ago and which left physical traces of that activity in the form of (1) an intact cultural feature, (2) five or more artifacts found within about 60 meters of each other, and/or (3) an intact subsurface cultural deposit regardless of the number of artifacts. A location with four or fewer artifacts

and identified by the archaeologist(s) as representing an area of very limited past activity may be recorded as an **isolated find**. Information gathered from encountered resources include the number and type of resources present, site size, location, the number and nature of any discovered features and/or artifacts, cultural and temporal associations when identifiable, and inferred function.

Based on the information available from the file searches and previous research in the project area, TEC anticipated that the density of prehistoric cultural resources in the area would be very low. Site density has been shown to vary depending on the project location in relation to topography, slope, and vegetation. TEC anticipated the prehistoric site density to be no higher than one site or isolated cultural resource per square mile. Density was calculated using previous cultural resource inventories within the sections containing, and those directly adjacent to, the current project. The most prevalent previously recorded resources are prehistoric sites. The type of prehistoric sites and components recorded indicated that the majority of the resources would be debris scatter.

Given the density and type of resources documented in the areas surrounding the current project, the project area was expected to yield no more than one cultural resource. Historic resources, if found, were expected to consist of small debris scatters. Prehistoric resources were considered less likely to occur than historic resources.

5.0 RESULTS

5.1 ARCHAEOLOGY

One isolated find (5PE6895) was recorded as part of the survey. The isolate consisted 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, this find does not meet the definition of an archaeological site. Although there are more than five individual artifacts, these artifacts represent four separate vessels. Due to their relationship to the extant railroad bed, it appears these artifacts represent an opportunistic dump site without planning or sustained use. Additionally, this isolate does not meet the eligibility criteria for nomination to the NRHP. No further work is recommended.

5.2 ARCHITECTURAL AND LINEAR RESOURCES

As the result of the field survey, historical research, and evaluations, four of the six resources surveyed are recommended individually eligible and two resources are recommended not eligible for nomination to the NRHP. The following is a summary of the survey results for each of the architectural resources surveyed.

5.2.1 Resources Recommended Eligible for the NRHP

D&RGW Railroad Segment, 5PE1776.12

The former D&RGW railroad is a single-track railroad line that is located within the city limits of Pueblo along the east side of I-25. The railroad segment is approximately 4,300 feet long and 12 feet wide within the project area, but continues on in the north and south direction for an undetermined distance outside of the project area. This segment crosses one road, Pace Road, and includes two bridges (5PE1776.13 and 5PE1776.14).

The entire D&RG (D&RGW) railroad line was determined eligible for the National Register in 1994 under National Register Criterion A. The railroad surveyed is also recommended NRHP-eligible as the first railroad line to arrive to Pueblo in 1872, which encouraged growth and development locally and regionally and had a profound impact to the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The segment of the D&RGW Railroad within the project area supports the eligibility of the overall resource. Although the western track of the D&RGW was removed from the railroad bed in ca. 1943, the remaining eastern track still conveys the history of the railroad line to and from north Pueblo. The railroad's natural setting along the west banks of the Fountain Creek is

intact and conveys the original setting from the early twentieth century. Although Interstate 25 due west of the railroad was built in the 1950s, it does not compromise the D&RGW's setting, feeling, and association as a railroad.



Figure 3. D&RGW Railroad, 5PE1776.12

D&RGW Railroad Bridge, 5PE1776.13

This resource is a concrete, two-span, simple deck bridge that carries the former D&RGW railroad line across an unnamed arroyo. The double-span is supported by single central, concrete pier that is rectangular with vertical sides. The structural beams are closed and the sides of the bridge are cast in two beveled concrete panels. The abutments are vertical walls of solid reinforced concrete. There are four wing walls, each consisting of horizontal wood planks that are fixed by vertical steel straps bolted to the planks. The bridge deck is covered by gravel and a single railroad line with rails and ties. The bridge measures 32' long, including two 16' spans, and its deck is 28' wide. It is identified as D&RGW bridge number 112.34.

The D&RGW Bridge 112.34 supports the overall eligibility of the D&RGW railroad line by playing a contributing role in the region's development since the bridge was constructed in 1926. The bridge is not recommended eligible under Criterion C due to excessive deterioration. Although the bridge continues to convey its function as a ca.1926 bridge, it no longer serves as a representative example of its type due to

material loss and weathering, such as portions of cracked and spalled concrete that is worn down at the corners and edges. There are missing planks from the horizontal wood-plank wing walls on the west side of the bridge due to age and deterioration. The railroad line over the bridge appears to have been two-track, but the western rails and ties have been removed. As a result, although Bridge 112.34 rises to a sufficient level of significance to support the overall eligibility of the entire D&RGW resource, it is recommended not individually eligible for the NRHP due to loss of integrity.



Figure 4. D&RGW Railroad Bridge 112.34, 5PE1776.13

D&RGW Railroad Bridge, 5PE1776.14

This resource is a concrete, three-span, simple deck bridge that carries the former D&RGW railroad line across an unnamed arroyo. The triple-span is supported by two concrete piers that are each rectangular with vertical sides. The structural beams are closed and the sides of the bridge are cast in three beveled concrete panels. The abutments are vertical walls of solid reinforced concrete. There are no wing walls, but instead the abutments project slightly outward from the bridge deck. The bridge deck is covered by gravel and a single railroad line with rails and ties. The bridge measures 48' long, including three 16' spans, and its deck is 28' wide. It is identified as D&RGW bridge number 112.78.

The D&RGW Bridge 112.78 supports the overall eligibility of the D&RGW railroad line by playing a contributing role in the region's development since the bridge was constructed in 1926. The bridge is not recommended eligible under Criterion C due to excessive deterioration. Although the bridge continues to convey its function as a ca.1926 bridge, it no longer serves as a representative example of its type due to material loss and weathering, such as portions of cracked and spalled concrete that is worn down at the corners and edges. The railroad bridge appears to have been two-track, but the western line's rails and ties have since been removed. As a result, although the D&RGW Bridge 112.78 rises to a sufficient level of significance to support the overall eligibility of the entire D&RGW resource, it is recommended not individually eligible for the NRHP due to loss of integrity.



Figure 5. D&RGW Railroad Bridge 112.78, 5PE1776.14

US Highway 85, 5PE6890.1

This resource is an abandoned concrete-slab roadway segment of the former US Highway 85. The segment surveyed is approximately 1,040 feet long within the project area, but continues in the southward direction for an undetermined distance outside of the project area. The roadway is 17'-10" wide to accommodate two 8'-10" lanes and includes a 4" gap that separates the two lanes down the center. It

comes to an abrupt end at its northern edge, where it appears to have been cut to accommodate the construction of I-25 and its right of way, due west.

US 85 played an important role in the urbanization of Colorado as part of the first paved, interstate route that ran north-south through Colorado from Wyoming to New Mexico as early as 1930. As such, the abandoned linear segment of US 85 is recommended eligible for the National Register under Criterion A 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 or covered by I-25 along the same route. This abandoned 1,040-foot-long segment of US 85 north of Pueblo supports the overall eligibility of the former US 85 resource in Colorado. Although weathered and cracked due to age and lack of maintenance, this segment maintains its integrity as a roadbed, and conveys its early history as an early interstate highway in Colorado. Moreover, although other abandoned segments of US 85 have been previously recorded in Las Animas, CO, and near Colorado Springs, CO, (which has been officially determined eligible to the National Register), this segment appears to be the first recorded segment of the former US 85 roadway in Pueblo County.



Figure 6. US Highway 85, SPE6890.1

5.2.2 Resources Recommended Not Eligible for the NRHP

Abandoned AT&SF Railroad, 5PE1665.12

This resource consists of an abandoned railroad bed of the AT&SF Railroad, and extends within the survey area approximately 1,700 feet and continues outside of the survey area for an undetermined distance to the south. The remnants of the bed point in a north-northwest direction, and parallel with the D&RGW railroad line, due east. The former railroad bed is nearly worn away due to age and the elements. All of the railroad rails, ties, and gravel have been removed from the site. The site currently exists as a slightly raised berm that is overgrown with vegetation.

Although the AT&SF Railroad has been determined eligible to the National Register under National Register Criterion A, this abandoned segment of the AT&SF line does not support the eligibility of the overall resource. This line was realigned and the tracks removed sometime before 1916. (This is not to be confused with the western D&RGW tracks, which were removed in ca. 1943.) Since then the former AT&SF railroad bed has nearly completely eroded, and has severely lost its integrity and its ability to convey its former use as a railroad bed. As a result, this segment is not recommended eligible for nomination to the National Register due to loss of historic physical integrity.



Figure 7. Abandoned AT&SF Railroad, 5PE1665.12

5 Star Homes, 5PE6891

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. Four temporary or mobile homes on the property appear to be added within the past ten years or less.

The buildings at 2335 N. Interstate 25 are recommended to be not eligible for nomination to the NRHP because they do not meet Criterion Consideration G for properties less than 50 years of age with exception significance. Historical research does not indicate that the primary and secondary (1965 and 1978, respectively) buildings are associated with important historical events or historically important people, and thus do not meet Criteria A and B. They are not exceptional for their architectural merit, and therefore do not meet Criterion C.



Figure 8. 2335 N. Interstate 25, 5PE6891

6.0 SUMMARY AND CONCLUSIONS

This survey was conducted to identify any significant cultural resources located within the project area and evaluate them with regard to their eligibility for nomination to the NRHP. A total of six historic resources built in or before 1969 were surveyed and evaluated within the project area according to NRHP Criteria. Additionally, one isolated find (5PE6895) consisting of a debris scatter was identified. The evaluations have been informed by previous documentation, research, and contextual materials, and as a result, four of these resources are recommended eligible for nomination to the NRHP. These results are summarized in Table 2, below. See attached Appendix for the OAHIP inventory forms for each resource surveyed. No further cultural resource work is recommended for the proposed project area as surveyed.

Table 2. Inventory Data of Resources Surveyed in the Project Area					
<i>Site No.</i>	<i>Site Name</i>	<i>Address</i>	<i>Date</i>	<i>Site Description</i>	<i>NRHP Eligibility Recommendation</i>
5PE1665.12	AT&SF Railroad Bed	n/a	Mid-1880s	Abandoned Railroad	Not Eligible; Loss of Integrity
5PE1776.12	D&RGW Railroad	n/a	1872, 1888	Railroad	Eligible; Criterion A; segment supports eligibility of entire resource
5PE1776.13	D&RGW Railroad Bridge 112.34	n/a	1926	Two-span concrete bridge	Eligible; Criterion A; segment supports eligibility of entire resource
5PE1776.14	D&RGW Railroad Bridge 112.78	n/a	1926	Three-span concrete bridge	Eligible; Criterion A; segment supports eligibility of entire resource
5PE6890.1	US Highway 85	n/a	1930	Abandoned, highway	Eligible; Criterion A; segment supports eligibility of entire resource
5PE6891	5 Star Homes	2335 N. Interstate 25	1965, 1978	Commercial buildings	Not Eligible; Does not meet NRHP Criteria
5PE6895	Isolated Find	n/a	n/a	Debris scatter	Not Eligible; Does not meet NRHP Criteria

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APPENDIX: **Management Data Forms**
 Linear Resource Forms
 Architectural Inventory Form
 Isolated Find Record

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

OAH P1400
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: 5PE1665.12 2. Temporary Resource Number: _____
3. Attachments (check as many as apply) 4. Official determination (OAH P use only)
- | | |
|---|---|
| <input type="checkbox"/> Prehistoric Archaeological Component | <input type="checkbox"/> Determined Eligible |
| <input type="checkbox"/> Historic Archaeological Component | <input type="checkbox"/> Determined Not Eligible |
| <input type="checkbox"/> Historic Architectural Component Form | <input type="checkbox"/> Nominated |
| <input checked="" type="checkbox"/> Sketch/Instrument Map (required) | <input type="checkbox"/> Need Data |
| <input checked="" type="checkbox"/> U.S.G.S. Map Photocopy (required) | <input type="checkbox"/> Contributing to NR Dist. |
| <input checked="" type="checkbox"/> Photograph(s) | <input type="checkbox"/> Not Contributing to NR Dist. |
| Other, specify: <u>Linear Resource Form</u> | |

I. IDENTIFICATION

5. Resource Name: Atchison Topeka and Santa Fe Railroad (AT&SF)
6. Project Name/Number: Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, CO
7. Government Involvement: Local State Federal
Agency: City of Pueblo
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, 4201 East Arkansas Avenue, Denver, CO 80222 (north portion), and City of Pueblo, 1 City Hall, Pueblo, CO 81003 (south portion)
10. Boundary Description and Justification: This resource consists of a former railroad bed that extends within the survey area approximately 1,700 feet, but continues outside of the survey area for an undetermined distance to the south. The site boundary includes this length and the approximate 18-foot width of the berm that comprises the former railroad bed.
11. Site/Property Dimensions: 518.16 m x 5.49 m Area: 2844.70 m² (÷4047) 0.70 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 20S Range 65W Section 1 SE 1/4 of NW 1/4
PM 6th Township 20S Range 65W Section 1 NE, SE 1/4 of NE 1/4 of SW 1/4
if section is irregular, explain alignment method: _____
13. USGS Quad: Northeast Pueblo 7.5' X 15' Date(s): 1961 (Rev. 1970, 1974) (attach photocopy)
14. County: Pueblo
15. Other Maps: _____

Resource Number: 5PE1665.12

Temporary Resource Number: _____

Management Data Form
(page 2 of 4)

16. UTM Reference: Check your Datum! _____ NAD 27 _____ NAD 83
A. 1 3 ; 5 3 3 3 1 3 mE 4 2 4 3 4 5 3 mN
B. 1 3 ; 5 3 3 4 3 9 mE 4 2 4 3 0 3 8 mN
C. 1 3 ; 5 3 3 4 4 0 mE 4 2 4 3 0 2 5 mN
D. 1 3 ; 5 3 3 3 0 7 mE 4 2 4 3 4 5 4 mN
17. Address: n/a Lot _____ Block _____ Addition _____
18. Location/Access: This former railroad bed runs parallel with the extant D&RGW railroad, which is due east. It is also located 1,200 feet south of Pace Road/Frontage Road. Access is from Pace Road.

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 checked="" 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 checked="" type="checkbox"/> arroyo/gully | _____ |
20. Site Topographic Description (mention named landforms): Various unnamed gulches /arroyos in the vicinity.
21. Site Elevation: 4,842 feet =(x .3048) 1475.84 meters 22. Aspect: _____
23. Degree of Slope on Site: 0% 24. Soil Depth: unknown cm
25. Soil Description (character and color): brown loam with mixed gravels
26. Depositional Environment:
- | | | |
|--|------------------------------------|-----------------------------------|
| <input 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: Fountain Creek/permanent distance: _____ m 1,800 ft.
28. Nearest Permanent Water: name: Fountain Creek distance: _____ m 1,800 ft.
29. Vegetation on Site (list predominant species): short grasses, invasive weeds, cholla and prickly pear cacti, sagebrush
30. Vegetation Associations/Communities Surrounding Site: short grasses, invasive weeds, cholla and prickly pear cacti, sagebrush

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Engineering and Railroads in Colorado; Southern Frontier Urbanization

Resource Number: 5PE1665.12

Temporary Resource Number: _____

Management Data Form
(page 3 of 4)

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: The former AT&SF railroad bed is nearly worn away due to age and erosion. All of the railroad rails, ties, and gravel have been removed from the railroad bed, and the remaining berm has worn down substantially. The site currently exists as a slightly raised berm that is overgrown with vegetation. No evidence of former trestles were identified at the arroyos during field survey.

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 AT&SF Railroad was among the railroad lines to arrive in Pueblo by the 1880s, and the AT&SF resource overall has been determined eligible to the National Register. This former segment of that line, however, does not support the eligibility of the overall resource. This line was realigned and the tracks removed sometime before 1916. Since then the former railroad bed has nearly completely eroded, and has severely lost its integrity and its ability to convey its former use as a railroad bed.

37. Status in an Existing National Register District: n/a

Contributing _____ Non-Contributing _____

38. National Register District Potential yes _____ no discuss: _____

Resource Number: 5PE1665.12

Temporary Resource Number: _____

Management Data Form

(page 4 of 4)

V. MANAGEMENT AND ADMINISTRATIVE DATA

39. Threats to Resource: Water erosion___ Wind erosion X Grazing___ Neglect X
Vandalism___ Recreation___ Construction___ Other (specify): _____
comments: _____
40. Existing Protection: None X Marked___ Fenced___ Patrolled___ Access controlled ___
other (specify): _____
41. Local landmark designation: n/a 42. Easement: n/a
43. Management Recommendations: No further work.

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): D&RGW Collection at the Colorado Railroad Museum
46. Primary Location of Additional Data: Colorado Railroad Museum
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: n/a; digital photography used Negatives filed at: n/a
49. Report Title: Class III Cultural Resource Inventory, Dillon Drive at I-25, Pueblo, CO
50. Recorder(s): Carrie Schomig, TEC Inc. Date(s): January 13, 2009
51. Recorder Affiliation: CDOT Region 2
Phone Number: 303-757-9758

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
1303-866-3395

Linear Component Form

(page 1 of 3)

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): 5PE1665.12
2. Temporary Resource Number: _____
3. Resource Name: Atchison Topeka and Santa Fe Railroad (AT&SF) Railroad Bed
4. Record of: Entire resource Segment

II. RESOURCE DESCRIPTION

5. Resource Type: Road Railroad Ditch/Canal Trail
Other (specify): Former railroad bed
6. Resource Description: This resource consists of a former railroad bed that extends within the survey area approximately 1,700 feet, but continues outside of the survey area for an undetermined distance to the south. The remnants of the bed point in a north-northwest direction, and run parallel with the D&RGW railroad line, which is due east. The former railroad bed is nearly worn away due to age and erosion. All of the railroad rails, ties, and gravel have been removed from the site. The site currently exists as a slightly raised berm that is overgrown with vegetation.
7. Original use: Railroad track
Current use: None, Abandoned
8. Modifications (describe): According to D&RGW records and maps, the railroad line was abandoned from use sometime before 1916. It is not known when the tracks, rails, and gravel were removed from the site,
9. Extent of Resource: This resource consists of a former railroad bed that extends within the survey area approximately 1,700 feet, but continues outside of the survey area for an undetermined distance to the south. The site boundary includes this length and the approximate 18-foot width of the former railroad bed.
10. Associated Artifacts: None found
11. Associated Features or Resources: None found

III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown
Source of information/justification: _____
13. Builder: Atchison Topeka & Santa Fe
Source of Information: Colorado Railroad Museum
14. Date of Construction/Date Range: Mid-1880s
Source of Information: Railroads in Colorado 1858-1948, Colorado Southern Frontier Historic Context, Colorado Railroad Museum.

Resource Number: 5PE1665.12

Temporary Resource Number: _____

Linear Component Form
(page 2 of 3)

15. Historical/Archival Data: The arrival of railroads to Pueblo transformed the town into an urban center and the second largest trading hub in Colorado. The new transit encouraged growth in coal mining, agriculture, and heavy industries in Pueblo and the surrounding region. The D&RG Railroad was the first to reach Colorado's Southern Frontier when it arrived in Pueblo in 1872. The D&RG quickly faced competition from another railroad, the Atchison Topeka and Santa Fe (AT&SF) railroad, which reached Pueblo from Kansas by way of La Junta in 1876. By the mid-1880s, the AT&SF had constructed a main line that extended from Pueblo northward to Colorado Springs. By the end of the decade, Pueblo boasted four main lines with the addition of the Missouri Pacific and the Denver and New Orleans (later the Colorado and Southern). These railroads brought services and goods to the region, and ultimately stimulated growth and prosperity through the close of the 1880s. Railroad expansion stopped during the period of recession following the Panic of 1893 through 1900, but picked up again at the turn of the twentieth century. By 1900, an average of 20 daily trains traveled between Pueblo and Denver, and an additional average of 21 daily trains went to points west, south, and east. In 1901, Palmer sold his stake in the D&RG.

The second period of railroad construction arrived in the 1910s, when the AT&SF was particularly active in establishing new lines southeast to Amarillo, Texas. Railroad maps indicate that by 1916, the original AT&SF line to and from the north side of Pueblo within the project area was abandoned, as the railroad relocated its tracks to the west side of the city by that point. An exact date for this transition is undetermined, and it is unknown when the AT&SF removed the rails, ties, and gravel for the railroad bed. The site of the former line parallel to the current Union Pacific (former D&RGW) line remains undeveloped but overgrown with vegetation. Meanwhile, operations of the D&RGW in Colorado and the Pueblo region continued into the late twentieth century until 1988 when its parent company, Rio Grande Industries, purchased Southern Pacific Railroad and assumed its name. The Union Pacific railroad continues to operate on the railroad line on the former D&RGW tracks.

16. Prehistoric Cultural Affiliation: None _____

IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource:
Eligible Not eligible _____ Need data _____
Is this an official (OAH) determination? Yes _____ No Date _____
Is this a field determination? Yes No _____
Remarks/justification: The AT&SF Railroad was among the railroad lines to arrive in Pueblo by the 1880s, and the AT&SF resource overall has been determined eligible to the National Register under National Register Criterion A in Las Animas County (Metcalf and Associates, 1998; OAH Compass, 2009).

Resource Number: 5PE1665.12

Temporary Resource Number: _____

Linear Component Form

(page 3 of 3)

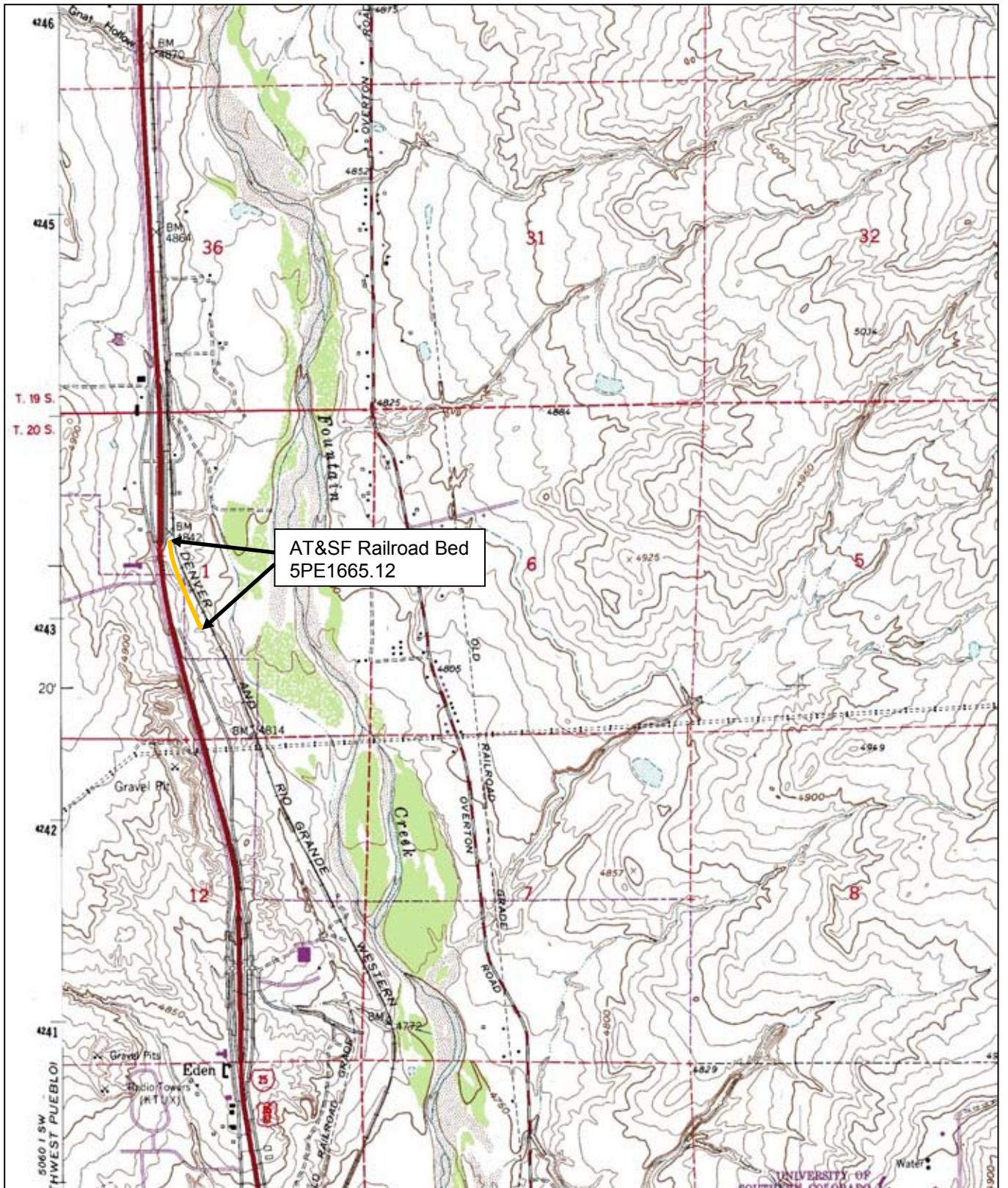
18. Eligibility of the segment being recorded:

Contributing Non-contributing Not applicable

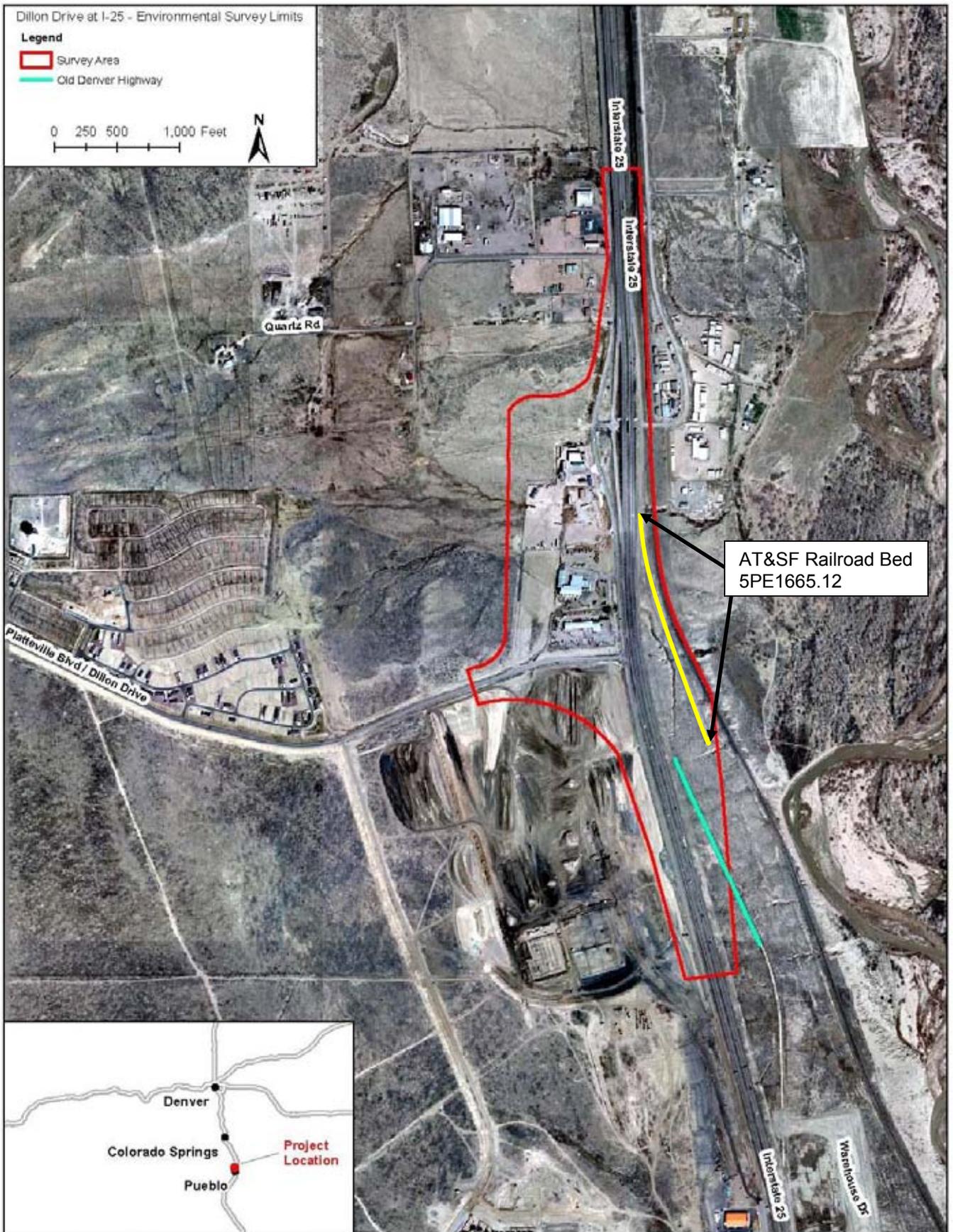
Remarks/justification: This abandoned segment of the AT&SF line does not support the eligibility of the overall resource. This line was realigned sometime before 1916, and all of the structural components of the former railroad, including the tracks, ties, gravel, and all other associated features, have been removed. Since then, the former raised railroad bed has nearly completely eroded, and as a result, has severely lost its historic physical integrity and its ability to convey its former use as a railroad bed. For these reasons, this segment is recommended not eligible for nomination to the National Register.

19. Recorder(s): Carrie Schomig 20. Date(s): January 13, 2009

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



Location Map
Northeast Pueblo (1961, Photorevised 1970, 1974)



Sketch Map: Dillon Drive at I-25 Environmental Study Limits. Pueblo County, CO.
 Graphic produced by CH2M Hill, Sept. 2008.



Photograph 1: AT&SF Railroad Bed, View to the north-northwest.



Photograph 2: AT&SF Railroad Bed, View to the north-northwest.



Photograph 3: AT&SF Railroad Bed, View to the southeast.

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: 5PE1776.12 2. Temporary Resource Number: _____
3. Attachments (check as many as apply) 4. Official determination (OAHP use only)
- | | |
|---|---|
| <input type="checkbox"/> Prehistoric Archaeological Component | <input type="checkbox"/> Determined Eligible |
| <input type="checkbox"/> Historic Archaeological Component | <input type="checkbox"/> Determined Not Eligible |
| <input type="checkbox"/> Historic Architectural Component Form | <input type="checkbox"/> Nominated |
| <input checked="" type="checkbox"/> Sketch/Instrument Map (required) | <input type="checkbox"/> Need Data |
| <input checked="" type="checkbox"/> U.S.G.S. Map Photocopy (required) | <input type="checkbox"/> Contributing to NR Dist. |
| <input checked="" type="checkbox"/> Photograph(s) | <input type="checkbox"/> Not Contributing to NR Dist. |
- Other, specify: Linear Resource Form

I. IDENTIFICATION

5. Resource Name: Denver & Rio Grande Western Railroad (D&RGW; currently Union Pacific)
6. Project Name/Number: Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, CO
7. Government Involvement: Local X State X Federal X
Agency: City of Pueblo
8. Site Categories: Check as many as apply
Prehistoric: archaeological site _____ paleontological site _____
in existing National Register District? yes _____ no X name _____
Historic: archaeology site _____ building(s) _____ structure(s) _____ object(s) X
in existing National Register District? yes _____ no X name _____
9. Owner(s)'s Name and Address: Union Pacific Railroad, 1400 Douglas Street, Omaha, NE 68179
10. Boundary Description and Justification: This segment of the single-track railroad is located within the city limits of Pueblo along the east side of I-25. The boundaries enclosed the segment surveyed, which is a railroad segment that extends approximately 4,300 feet long and 12 feet wide within the project area, but continues on in the north and south direction for an undetermined distance outside of the project area.
11. Site/Property Dimensions: 1310.6 m x 3.66 m Area: 4,796.79 m² (÷4047) 1.19 acres
Area was calculated as: Length x Width X OR (length X width) X .785 _____
rectangle/square ellipse

II. LOCATION

12. Legal Location
- PM 6th Township 20S Range 65W Section 1 NE 1/4 of NE 1/4 of SW 1/4
- PM 6th Township 20S Range 65W Section 1 NE, SE 1/4 of SE 1/4
- PM 6th Township 20S Range 65W Section 1 NE, SE 1/4 of NE 1/4
- PM 6th Township 19S Range 65W Section 36 SE 1/4 of NE 1/4

Resource Number: 5PE1776.12
Temporary Resource Number: _____

Management Data Form
(page 2 of 4)

if section is irregular, explain alignment method: _____

13. USGS Quad: Northeast Pueblo 7.5' X 15' _ Date(s): 1961 (Rev. 1970, 1974) (attach photocopy)
14. County: Pueblo 15. Other Maps: _____
16. UTM Reference: Check your Datum! _____ NAD 27 X NAD 83
- A. 1 3 ; 5 3 3 2 5 0 mE 4 2 4 4 5 8 5 mN
- B. 1 3 ; 5 3 3 2 9 0 mE 4 2 4 3 5 8 2 mN
- C. 1 3 ; 5 3 3 4 1 4 mE 4 2 4 3 2 8 7 mN
- D. 1 3 ; 5 3 3 4 1 0 mE 4 2 4 3 2 6 9 mN
- E. 1 3 ; 5 3 3 2 8 0 mE 4 2 4 3 5 8 1 mN
- F. 1 3 ; 5 3 3 2 2 8 mE 4 2 4 4 5 8 5 mN
17. Address: n/a Lot _____ Block _____ Addition _____
18. Location/Access: This railroad segment runs parallel to I-25, which is due west. The tracks cross Pace Road, and are approximately 50 feet due east of the on-ramps to I-25.

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 checked="" 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 checked="" type="checkbox"/> arroyo/gully | _____ |
20. Site Topographic Description (mention named landforms): Various unnamed gulches or arroyos in the vicinity.
21. Site Elevation: 4,842 feet =(x .3048) 1475.84 meters 22. Aspect: _____
23. Degree of Slope on Site: 0% 24. Soil Depth: unknown cm
25. Soil Description (character and color): brown loam with mixed gravels
26. Depositional Environment:
- | | | |
|--|------------------------------------|-----------------------------------|
| <input 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: Fountain Creek/permanent distance: _____ m 85-2,300 ft.
28. Nearest Permanent Water: name: Fountain Creek distance: _____ m 85-2,300 ft.
29. Vegetation on Site (list predominant species): None
30. Vegetation Associations/Communities Surrounding Site: Grasses
- IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT**
31. Context or Theme: Engineering and Railroads in Colorado; Southern Frontier Urbanization

Resource Number: 5PE1776.12

Temporary Resource Number: _____

Management Data Form
(page 3 of 4)

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: This resource is a 4,300-foot-long active segment of the former D&RGW railroad, and is currently operated and maintained by the Union Pacific Railroad. The tracks, ties, and all associated features are in good working order.

35. Vandalism: yes _____ no describe: _____

36. National Register Eligibility Field Assessment:

Eligible Not Eligible _____ Need Data _____

Statement of Significance/N.R.H.P. Justification: As the first railroad line to arrive to Pueblo, the D&RGW's establishment in Pueblo in 1872 had a profound impact to the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad provided growth and development locally and regionally. The railroad also contributed greatly to the industries during this time. The overall line has been determined eligible under National Register Criterion A. This 4,300-foot-long segment surveyed supports this eligibility.

37. Status in an Existing National Register District: n/a

Contributing _____ Non-Contributing _____

38. National Register District Potential yes _____ no discuss: _____

Resource Number: 5PE1776.12
Temporary Resource Number: _____

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: No threats observed.
40. Existing Protection: None___ Marked___ Fenced___ Patrolled X Access controlled ___
other (specify): Railroad is monitored by the Union Pacific Railroad Company
41. Local landmark designation: n/a 42. Easement: n/a
43. Management Recommendations: Avoid, otherwise no further work.

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): D&RGW Collection at the Colorado Railroad Museum
46. Primary Location of Additional Data: Colorado Railroad Museum, Colorado Department of Transportation
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: n/a; digital photography used Negatives filed at: _____
49. Report Title: Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, CO
50. Recorder(s): Carrie Schomig, TEC Inc. Date(s): January 13, 2009
51. Recorder Affiliation: CDOT Region 2
Phone Number: 303-757-9758

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
1303-866-3395

Linear Component Form

(page 1 of 3)

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

I. RESOURCE IDENTIFICATION

1. Resource Number: (include point number, if applicable): 5PE1776.12
2. Temporary Resource Number: _____
3. Resource Name: Denver & Rio Grande Western Railroad
4. Record of: Entire resource Segment

II. RESOURCE DESCRIPTION

5. Resource Type: Road Railroad Ditch/Canal Trail
Other (specify): _____
6. Resource Description: This resource is a single-track railroad line that is located within the city limits of Pueblo along the east side of I-25. The railroad segment extends approximately 4,300 feet long and 12 feet wide within the project area, but continues on in the north and south direction for an undetermined distance outside of the project area. This segment crosses one road, Pace Road, and includes two bridges (5PE1776.13 and 5PE1776.14). The rails are stamped with the date 1989, indicating that they were replaced at that time.
7. Original use: Railroad
Current use: Railroad
8. Modifications (describe): The railroad bed formerly had two parallel tracks, but according to D&RGW maps, and records, the western track was removed in ca. 1943 (Colorado Railroad Museum).
9. Extent of Resource: The former D&RGW railroad formed a railroad network across the Western U.S.
10. Associated Artifacts: None found
11. Associated Features or Resources: None found

III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown
Source of information/justification: _____
13. Builder: Denver & Rio Grande (later Denver & Rio Grande Western)
Source of Information: Colorado Railroad Museum
14. Date of Construction/Date Range: This segment is part of the Pueblo extension in 1872. The segment surveyed was straightened in a few areas in 1888.
Source of Information: Colorado Railroad Museum; Denver and Rio Grande Western Railroad, *Denver and Rio Grande Railroad Valuation Maps, Colorado Springs, Colorado, to Bragdon, Colorado, Manitou Branch. On file at the Colorado Railroad Museum, 1940.*
15. Historical/Archival Data: The arrival of railroads to Pueblo transformed the town into an urban center and the second largest trading hub in Colorado. The new transit encouraged growth in coal mining, agriculture, and heavy industries in Pueblo and the surrounding region. The D&RG Railroad was the first to reach Colorado's Southern Frontier when it arrived in Pueblo in 1872. In 1870, railroad owner General William J. Palmer

Linear Component Form
(page 2 of 3)

organized the formation of the D&RG by assembling former employees of the Kansas Pacific Railroad, which had recently completed an east-west extension from Kansas to Denver. Palmer quickly made plans to extend the new D&RG line to Colorado's southern and mountain towns using narrow gauge track, which was cheaper than the standard gauge and could better negotiate the curving mountain terrain. On this premise, the D&RG made plans to establish new railroad lines to such sites as Castle Rock, Palmer Lake, Colorado Springs, and Pueblo, while creating newly platted towns in each location along the line.

The D&RG quickly faced competition from another railroad, the Atchison Topeka and Santa Fe (AT&SF) railroad, which reached Pueblo from Kansas by way of La Junta in 1876. By the mid-1880s, the AT&SF had constructed a main line that extended from Pueblo northward to Colorado Springs. By the end of the decade, Pueblo boasted four main lines with the addition of the Missouri Pacific and the Denver and New Orleans (later the Colorado and Southern). These railroads brought services and goods to the region, and ultimately stimulated growth and prosperity through the close of the 1880s. D&RG railroad maps indicate that in 1888, the D&RGW railroad line was straightened slightly through the project area, north of Pueblo, eliminating the unnecessary curves along the route (Denver and Rio Grande Western Railroad, 1940).

Railroad expansion stopped during the period of recession following the Panic of 1893 through 1900, but picked up again at the turn of the twentieth century. By 1900, an average of 20 daily trains traveled between Pueblo and Denver, and an additional average of 21 daily trains went to points west, south, and east (Dodds, 1994:82). In 1901, Palmer sold his stake in the D&RG.

The second period of railroad construction arrived in the 1910s, when the AT&SF was particularly active in establishing new lines southeast to Amarillo, Texas. Railroad growth slowed when personal automobile ownership skyrocketed into the 1920s and replaced the demand for travel by train. Faced with competition from the horseless carriage, railroad companies tried to attract new residents to the Southern Frontier region by advertising lower relocation rates and added services. The D&RG reorganized as the Denver and Rio Grande Western (D&RGW) in 1921. The economic downturn of the Great Depression slowed regional railroads markedly during the 1930s, but picked up again during World War II of the early 1940s.

Operation of the D&RGW in Colorado and the Pueblo region continued into the late twentieth century until 1988 when its parent company, Rio Grande Industries, purchased Southern Pacific Railroad and assumed its name. Union Pacific Railroad acquired Southern Pacific in the 1996. The Union Pacific railroad continues to operate on the railroad line on the former D&RGW tracks on the segment surveyed.

Resource Number: 5PE1776.12 _____
Temporary Resource Number: _____

Linear Component Form
(page 3 of 3)

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 entire D&RG (D&RGW) railroad line was determined eligible for the National Register in 1994 under National Register Criterion A.

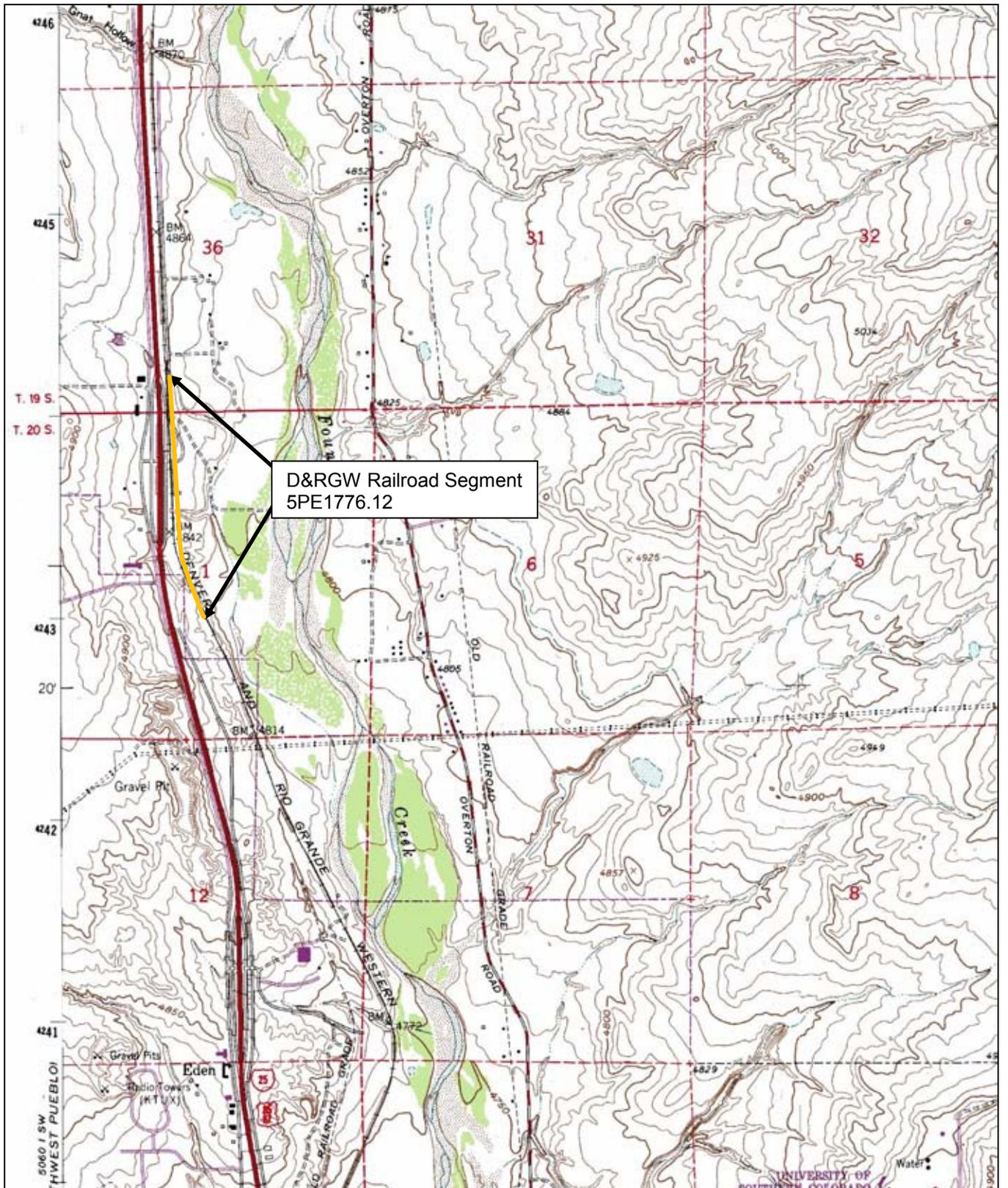
18. Eligibility of the segment being recorded:

Contributing Non-contributing _____ Not applicable _____

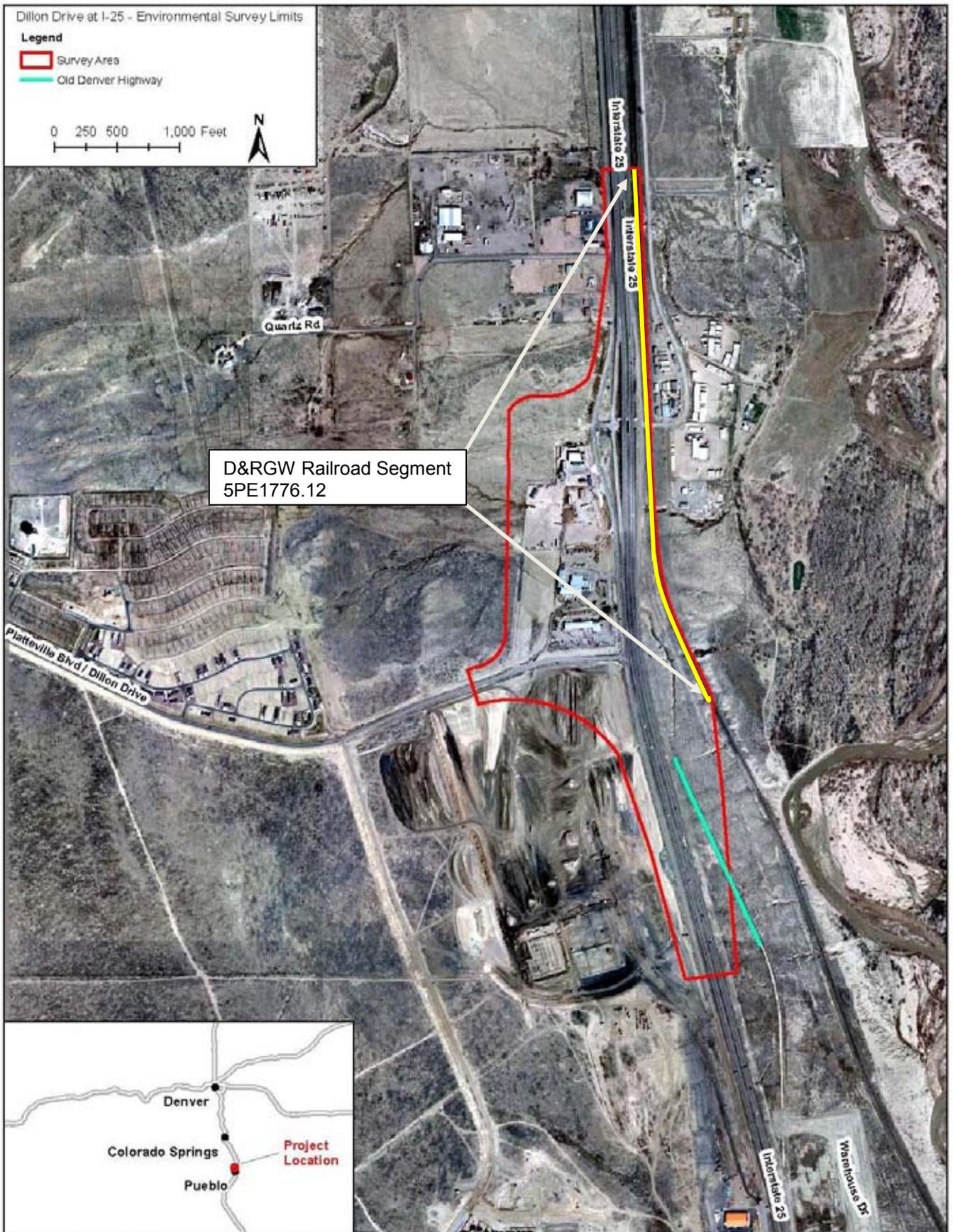
Remarks/justification: As the first railroad line to arrive to Pueblo, the D&RGW's establishment in Pueblo in 1872 had a profound impact to the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad encouraged growth and development locally and regionally. The railroad also contributed greatly to the industries during this time. This 4,300-foot-long segment of the D&RGW Railroad supports the eligibility of the overall resource and has changed very little since its construction. Although the western track was removed from the railroad bed in ca. 1943, the remaining track still conveys the history of the railroad line to and from north Pueblo. The railroad's natural setting along the west banks of the Fountain Creek is intact and conveys the original setting from the early twentieth century. Although Interstate 25 due west of the railroad was built in the 1950s, it does not compromise the D&RGW's setting, feeling, and association as a railroad. Additionally, although the rails were replaced in 1989, they were replaced in kind, and this did not adversely impact the eligibility of this resource.

19. Recorder(s): Carrie Schomig 20. Date(s): January 13, 2009

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



Location Map
Northeast Pueblo (1961, Photorevised 1970, 1974)



Sketch Map: Dillon Drive at I-25 Environmental Study Limits. Pueblo County, CO.
 Graphic produced by CH2M Hill, Sept. 2008.



Photograph 1: D&RGW railroad, View from the south end of the segment, looking northwest.



Photograph 2: D&RGW railroad at Pace Road, looking south-southwest.



Photograph 3: D&RGW railroad, View from the north end of the segment, looking south.

Resource Number: 5PE1776.13

Temporary Resource Number: _____

Management Data Form
(page 2 of 4)

16. UTM Reference: Check your Datum! NAD 27 X NAD 83
 A. 1 3 ; 5 3 3 2 4 5 mE 4 2 4 4 4 5 6 mN
 B. ; mE mN
 C. ; mE mN
 D. ; mE mN

17. Address: n/a Lot Block Addition

18. Location/Access: This railroad bridge runs parallel with and in between I-25, to the west, and Pace Road, to the east, and is located about 1,600 feet north of the underpass at I-25 and Pace Road. Access is from Pace Road.

III. NATURAL ENVIRONMENT

19. Topographic Feature(s)
- | | | |
|----------------------------------|-----------------------------|----------------------------|
| <u> </u> mountain | <u> </u> ledge | <u> </u> playa |
| <u> </u> hill | <u> </u> terrace/bench | <u> </u> talus slope |
| <u> </u> tableland/mesa | <u> </u> canyon | <u> </u> alluvial fan |
| <u> </u> ridge | <u> X </u> valley | <u> </u> plain |
| <u> </u> saddle/pass | <u> </u> basin | <u> </u> dune |
| <u> </u> alcove/rockshelter | <u> X </u> floodplain | <u> </u> _____ |
| <u> </u> cliff | <u> </u> cutbank | <u> </u> _____ |
| <u> </u> slope | <u> X </u> arroyo/gully | <u> </u> _____ |

20. Site Topographic Description (mention named landforms): Various unnamed gulches /arroyos in the vicinity.

21. Site Elevation: 4,842 feet =(x .3048) 1475.84 meters 22. Aspect:

23. Degree of Slope on Site: 0% 24. Soil Depth: unknown cm

25. Soil Description (character and color): brown loam with mixed gravels

26. Depositional Environment:
- | | | |
|---|-------------------------|------------------------|
| <u> </u> Aeolian | <u> </u> Colluvial | <u> </u> Residual |
| <u> X </u> Alluvial | <u> </u> Moraine | <u> </u> None |
| <u> </u> Other, specify; <u> </u> | | |

27. Nearest Water: name/nature: Fountain Creek/permanent distance: m 1,800 ft.

28. Nearest Permanent Water: name: Fountain Creek distance: m 1,800 ft.

29. Vegetation on Site (list predominant species): None

30. Vegetation Associations/Communities Surrounding Site: Grasses

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Engineering and Railroads in Colorado; Southern Frontier Urbanization

Resource Number: 5PE1776.13

Temporary Resource Number: _____

Management Data Form
(page 3 of 4)

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: The railroad bridge is in fair condition due to portions of deteriorated concrete, which is cracked and spalled in some areas, and worn down at the corners and edges. There are missing planks from the horizontal wood-plank wing walls on the west side of the bridge due to age and deterioration. The railroad appears to have been two-track, but the western line has been removed.

35. Vandalism: yes no describe: _____

36. National Register Eligibility Field Assessment:

Eligible Not Eligible Need Data

Statement of Significance/N.R.H.P. Justification: As the first railroad line to arrive to Pueblo, the D&RGW's establishment in Pueblo in 1872 had a profound impact to the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad afforded encouraged growth and development locally and regionally. The railroad also contributed greatly to the industries during this time. The overall line has been determined eligible under National Register Criterion A. The D&RGW 112.34 bridge surveyed supports this eligibility. Although the bridge rises to a level of significance to support the overall eligibility of the entire D&RGW resource, it is recommended not individually eligible for the NRHP due to a loss of integrity.

37. Status in an Existing National Register District: n/a

Contributing Non-Contributing

38. National Register District Potential yes no discuss: _____

Resource Number: 5PE1776.13

Temporary Resource Number: _____

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: No threats observed.
40. Existing Protection: None___ Marked___ Fenced___ Patrolled X Access controlled ___
other (specify): Railroad is monitored by the Union Pacific Railroad Company
41. Local landmark designation: n/a 42. Easement: n/a
43. Management Recommendations: Avoid, otherwise no further work.

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): D&RGW Collection at the Colorado Railroad Museum
46. Primary Location of Additional Data: Colorado Railroad Museum
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: n/a; digital photography used Negatives filed at: _____
49. Report Title: Class III Cultural Resource Inventory, Dillon Drive at I-25, Pueblo, CO
50. Recorder(s): Carrie Schomig, TEC Inc. Date(s): January 13, 2009
51. Recorder Affiliation: CDOT Region 2
Phone Number: 303-757-9758

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
1303-866-3395

Linear Component Form

(page 1 of 3)

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

I. RESOURCE IDENTIFICATION

1. Resource Number: (include point number, if applicable): 5PE1776.13
2. Temporary Resource Number: _____
3. Resource Name: Denver & Rio Grande Western Railroad Bridge 112.34
4. Record of: Entire resource Segment

II. RESOURCE DESCRIPTION

5. Resource Type: Road Railroad Ditch/Canal Trail
Other (specify): Bridge
6. Resource Description: This resource is a concrete, two-span, simple deck bridge that carries the former D&RGW railroad line across an unnamed arroyo. The double-span is supported by single central, concrete pier that is rectangular with vertical sides. The structural beams are closed and the sides of the bridge are cast in two beveled concrete panels. The abutments are vertical walls of solid reinforced concrete. There are four wing walls, each consisting of horizontal wood planks that are fixed by vertical steel straps bolted to the planks. The bridge deck is covered by gravel and a single railroad line with rails and ties. The bridge measures 32' long, including two 16' spans, and its deck is 28' wide. It is identified as D&RGW bridge number 112.34.
7. Original use: Railroad bridge
Current use: Railroad bridge
8. Modifications (describe): According to D&RGW records, the bridge was originally crossed by two railroad tracks, and thus served as a double-track bridge. The western track was removed from the railroad line in ca. 1943 (Colorado Railroad Museum). The bridge appears to have sustained no other major alterations.
9. Extent of Resource: The resource is confined within the parameters of the bridge structure.
10. Associated Artifacts: None found
11. Associated Features or Resources: None found

III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown
Source of information/justification: _____
13. Builder: Denver & Rio Grande Railroad (later Denver & Rio Grande Western)
Source of Information: Colorado Railroad Museum

Resource Number: 5PE1776.13

Temporary Resource Number: _____

Linear Component Form
(page 2 of 3)

14. Date of Construction/Date Range: September 1926
Source of Information: Denver and Rio Grande Western Railroad, *D&RGW Company Roadway Completion Report*. 9-29-26. D&RG Records on file at the Colorado Railroad Museum.
15. Historical/Archival Data: The arrival of railroads to Pueblo transformed the town into an urban center and the second largest trading hub in Colorado. The new transit encouraged growth in coal mining, agriculture, and heavy industries in Pueblo and the surrounding region. The D&RG Railroad was the first to reach Colorado's Southern Frontier when it arrived in Pueblo in 1872. In 1870, railroad owner General William J. Palmer organized the formation of the D&RG by assembling former employees of the Kansas Pacific Railroad, which had recently completed an east-west extension from Kansas to Denver. Palmer quickly made plans to extend the new D&RG line to Colorado's southern and mountain towns using narrow gauge track, which was cheaper than the standard gauge and could better negotiate the curving mountain terrain. On this premise, the D&RG made plans to establish new railroad lines to such sites as Castle Rock, Palmer Lake, Colorado Springs, and Pueblo, while creating newly platted towns in each location along the line.

The D&RG quickly faced competition from another railroad, the Atchison Topeka and Santa Fe (AT&SF) railroad, which reached Pueblo from Kansas by way of La Junta in 1876. By the mid-1880s, the AT&SF had constructed a main line that extended from Pueblo northward to Colorado Springs. By the end of the decade, Pueblo boasted four main lines with the addition of the Missouri Pacific and the Denver and New Orleans (later the Colorado and Southern). These railroads brought services and goods to the region, and ultimately stimulated growth and prosperity through the close of the 1880s. D&RG railroad maps indicate that in 1888, the D&RGW railroad line was straightened slightly through the project area, north of Pueblo, eliminating the unnecessary curves along the route (Denver and Rio Grande Western Railroad, 1940).

Railroad expansion stopped during the period of recession following the Panic of 1893 through 1900, but picked up again at the turn of the twentieth century. By 1900, an average of 20 daily trains traveled between Pueblo and Denver, and an additional average of 21 daily trains went to points west, south, and east. In 1901, Palmer sold his stake in the D&RG.

The second period of railroad construction arrived in the 1910s, Railroad growth slowed when personal automobile ownership skyrocketed into the 1920s and replaced the demand for travel by train. Faced with competition from the horseless carriage, railroad companies tried to attract new residents to the Southern Frontier region by advertising lower relocation rates and added services. The D&RG reorganized as the Denver and Rio Grande Western (D&RGW) in 1921. By September 29, 1926, the D&RGW replaced its 32-foot frame trestle bridge with a standard concrete two-span bridge of the same size, and is the bridge numbered 112.34 within the project area (D&RG, 1926).

Resource Number: 5PE1776.13

Temporary Resource Number: _____

Linear Component Form
(page 3 of 3)

The economic downturn of the Great Depression slowed regional railroads markedly during the 1930s, but picked up again during World War II of the early 1940s. Operation of the D&RGW in Colorado and the Pueblo region continued into the late twentieth century until 1988 when its parent company, Rio Grande Industries, purchased Southern Pacific Railroad and assumed its name. Union Pacific Railroad acquired Southern Pacific in the 1996. The Union Pacific railroad continues to operate on the railroad line on the former D&RGW tracks.

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 D&RGW Railroad has played an important role in the development of the railroads, commerce, transportation, and population growth in the state of Colorado since the late nineteenth century. Thus, the overall line has been determined eligible under National Register Criterion A.

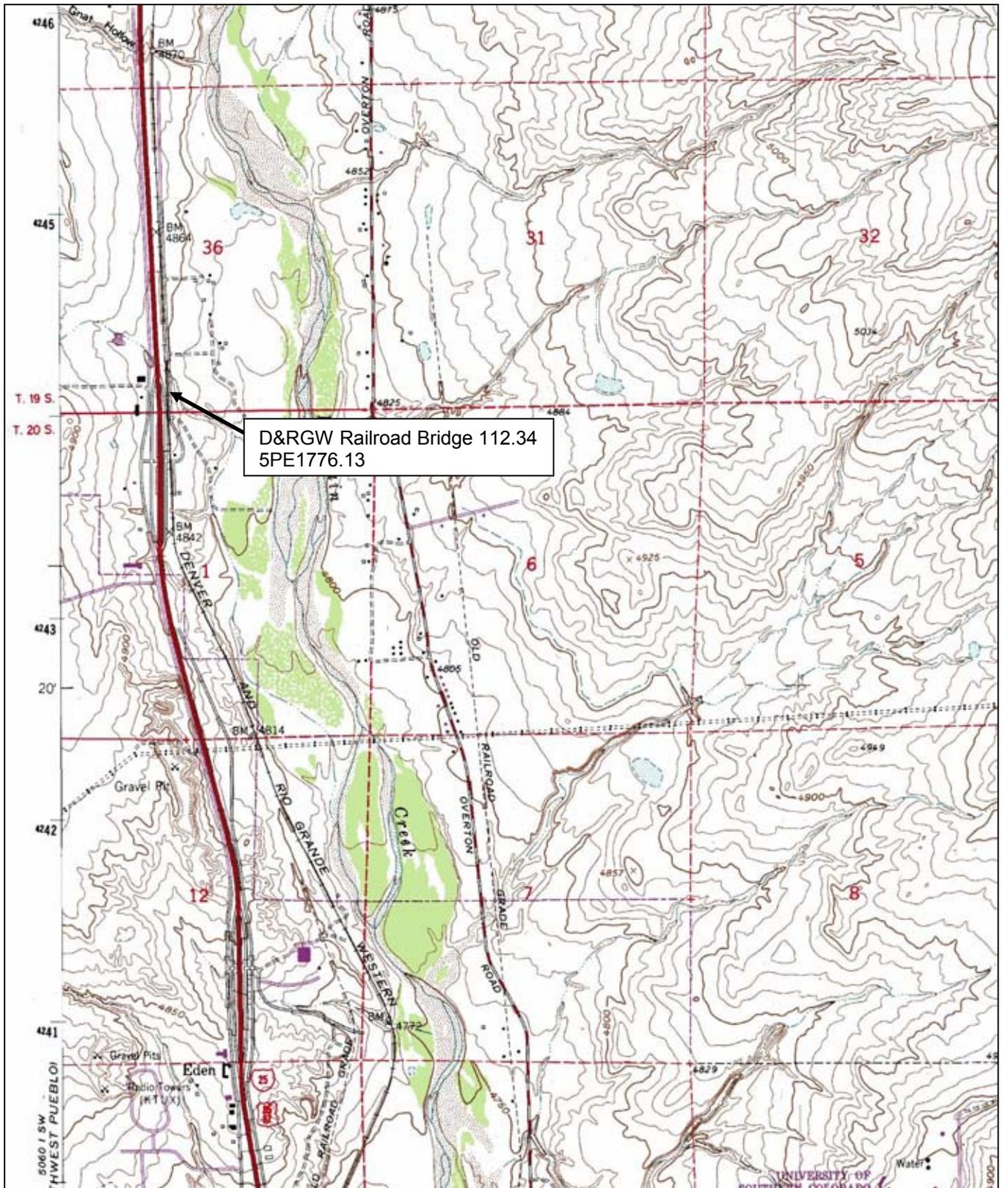
18. Eligibility of the segment being recorded:

Contributing Non-contributing _____ Not applicable _____

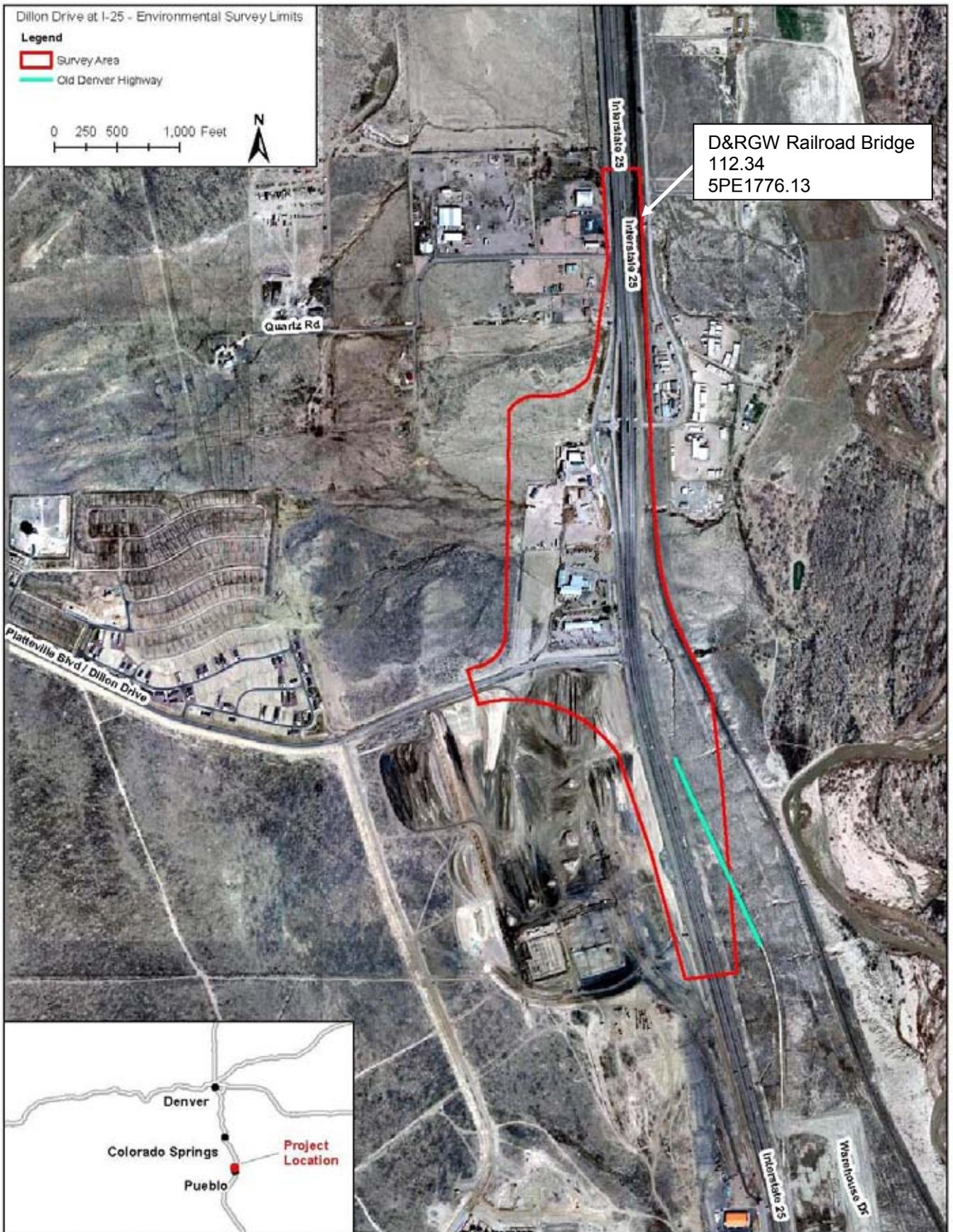
Remarks/justification: As the first railroad line to arrive to Pueblo, the D&RGW's establishment in Pueblo in 1872 had a profound impact to the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad encouraged growth and development locally and regionally. The railroad also contributed greatly to the industries during this time. The D&RGW Bridge 112.34 supports the eligibility of the D&RGW Railroad by playing a contributing role in the region's development when the bridge was constructed in 1926. The bridge is not recommended eligible under Criterion C due to excessive deterioration. Although the bridge continues to convey its function as a ca.1926 bridge, it no longer serves as a representative example of its type due to material loss and weathering. Therefore, Bridge 112.34 rises to a sufficient level of significance to support the overall eligibility of the entire D&RGW resource, it is recommended not individually eligible for the NRHP due to a loss of integrity.

19. Recorder(s): Carrie Schomig _____ 20. Date(s): January 13, 2009 _____

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



Location Map
Northeast Pueblo (1961, Photorevised 1970, 1974)



Sketch Map: Dillon Drive at I-25 Environmental Study Limits. Pueblo County, CO.
 Graphic produced by CH2M Hill, Sept. 2008.



Photograph 1: D&RGW Railroad Bridge 112.34, East side, View to the west.



Photograph 2: D&RGW Railroad Bridge 112.34, Structure detail, View to the northwest.



Photograph 3: D&RGW Railroad Bridge 112.34, West side, View to the east.



Photograph 4: D&RGW Railroad Bridge 112.34, Bridge deck, View to the northwest.

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

OAH P1400
Rev. 9/98

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

1. Resource Number: 5PE1776.14 2. Temporary Resource Number: _____
3. Attachments (check as many as apply) 4. Official determination (OAH P use only)
- | | |
|--|--|
| <input type="checkbox"/> Prehistoric Archaeological Component
<input type="checkbox"/> Historic Archaeological Component
<input type="checkbox"/> Historic Architectural Component Form
<input checked="" type="checkbox"/> Sketch/Instrument Map (required)
<input checked="" type="checkbox"/> U.S.G.S. Map Photocopy (required)
<input checked="" type="checkbox"/> Photograph(s)
Other, specify: <u>Linear Resource Form</u> | <input type="checkbox"/> Determined Eligible
<input type="checkbox"/> Determined Not Eligible
<input type="checkbox"/> Nominated
<input type="checkbox"/> Need Data
<input type="checkbox"/> Contributing to NR Dist.
<input type="checkbox"/> Not Contributing to NR Dist. |
|--|--|

I. IDENTIFICATION

5. Resource Name: Denver & Rio Grande Western Railroad Bridge 112.78
6. Project Name/Number: Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, CO
7. Government Involvement: Local State Federal
Agency: City of Pueblo
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: Union Pacific Railroad, 1400 Douglas Street, Omaha, NE 68179
10. Boundary Description and Justification: This resource consists of a three-span bridge along the D&RGW railroad. The site boundaries include the extent of the structure, including the roadbed and abutments.
11. Site/Property Dimensions: 14.63 m x 8.84 m Area: 129.33 m² (÷4047) 0.03 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 20S Range 65W Section 1 NE 1/4 of SE 1/4 of NW 1/4
if section is irregular, explain alignment method: _____
13. USGS Quad: Northeast Pueblo 7.5' 15' _ Date(s): 1961 (Rev. 1970, 1974) (attach photocopy)
14. County: Pueblo
15. Other Maps: _____

Resource Number: 5PE1776.14

Temporary Resource Number: _____

Management Data Form
(page 2 of 4)

16. UTM Reference: Check your Datum! NAD 27 X NAD 83
A. 1 3 ; 5 3 3 2 8 1 mE 4 2 4 3 7 5 6 mN
B. ; mE mN
C. ; mE mN
D. ; mE mN
17. Address: n/a Lot Block Addition
18. Location/Access: This railroad bridge runs parallel with I-25, to the west, and is located about 675 feet south of Pace Road/Frontage Road. Access is from Pace Road.

III. NATURAL ENVIRONMENT

19. Topographic Feature(s)
- | | | |
|----------------------------------|-----------------------------|----------------------------|
| <u> </u> mountain | <u> </u> ledge | <u> </u> playa |
| <u> </u> hill | <u> </u> terrace/bench | <u> </u> talus slope |
| <u> </u> tableland/mesa | <u> </u> canyon | <u> </u> alluvial fan |
| <u> </u> ridge | <u> X </u> valley | <u> </u> plain |
| <u> </u> saddle/pass | <u> </u> basin | <u> </u> dune |
| <u> </u> alcove/rockshelter | <u> X </u> floodplain | <u> </u> _____ |
| <u> </u> cliff | <u> </u> cutbank | <u> </u> _____ |
| <u> </u> slope | <u> X </u> arroyo/gully | <u> </u> _____ |
20. Site Topographic Description (mention named landforms): Various unnamed gulches /arroyos in the vicinity.
21. Site Elevation: 4,842 feet =(x .3048) 1475.84 meters 22. Aspect:
23. Degree of Slope on Site: 0% 24. Soil Depth: unknown cm
25. Soil Description (character and color): brown loam with mixed gravels
26. Depositional Environment:
- | | | |
|---|-------------------------|------------------------|
| <u> </u> Aeolian | <u> </u> Colluvial | <u> </u> Residual |
| <u> X </u> Alluvial | <u> </u> Moraine | <u> </u> None |
| <u> </u> Other, specify; <u> </u> | | |
27. Nearest Water: name/nature: Fountain Creek/permanent distance: m 1,800 ft.
28. Nearest Permanent Water: name: Fountain Creek distance: m 1,800 ft.
29. Vegetation on Site (list predominant species): None
30. Vegetation Associations/Communities Surrounding Site: Grasses

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Engineering and Railroads in Colorado; Southern Frontier Urbanization

Resource Number: 5PE1776.14

Temporary Resource Number: _____

Management Data Form
(page 3 of 4)

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: The railroad bridge is in fair condition due to portions of deteriorated concrete, which is cracked and spalled in some areas, and worn down at the corners and edges due to age and deterioration. Railroad appears to have been two-track, but the western line has been removed.

35. Vandalism: yes _____ no describe: _____

36. National Register Eligibility Field Assessment:

Eligible Not Eligible _____ Need Data _____

Statement of Significance/N.R.H.P. Justification: As the first railroad line to arrive to Pueblo, the D&RGW's establishment in Pueblo in 1872 had a profound impact to the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad afforded encouraged growth and development locally and regionally. The railroad also contributed greatly to the industries during this time. The overall line has been determined eligible under National Register Criterion A. The D&RGW 112.78 bridge surveyed supports this eligibility. Although the bridge rises to a sufficient level of significance to support the overall eligibility of the entire D&RGW resource, it is recommended not individually eligible for the NRHP due to a loss of integrity.

37. Status in an Existing National Register District: n/a

Contributing _____ Non-Contributing _____

38. National Register District Potential yes _____ no discuss: _____

Resource Number: 5PE1776.14

Temporary Resource Number: _____

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: No threats observed.
40. Existing Protection: None___ Marked___ Fenced___ Patrolled X Access controlled ___
other (specify): Railroad is monitored by the Union Pacific Railroad Company
41. Local landmark designation: n/a 42. Easement: n/a
43. Management Recommendations: Avoid, otherwise no further work.

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): D&RGW Collection at the Colorado Railroad Museum
46. Primary Location of Additional Data: Colorado Railroad Museum
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: n/a; digital photography used Negatives filed at: _____
49. Report Title: Class III Cultural Resource Inventory, Dillon Drive at I-25, Pueblo, CO
50. Recorder(s): Carrie Schomig, TEC Inc. Date(s): January 13, 2009
51. Recorder Affiliation: CDOT Region 2
Phone Number: 303-757-9758

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
1303-866-3395

Linear Component Form

(page 1 of 3)

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

I. RESOURCE IDENTIFICATION

1. Resource Number: (include point number, if applicable): 5PE1776.14
2. Temporary Resource Number: _____
3. Resource Name: Denver & Rio Grande Western Railroad Bridge 112.78
4. Record of: Entire resource Segment

II. RESOURCE DESCRIPTION

5. Resource Type: Road Railroad Ditch/Canal Trail
Other (specify): Bridge
6. Resource Description: This resource is a concrete, three-span simple deck bridge that carries the former D&RGW railroad line across an unnamed arroyo. The triple-span is supported by two concrete piers that are each rectangular with vertical sides. The structural beams are closed and the sides of the bridge are cast in three beveled concrete panels. The abutments are vertical walls of solid reinforced concrete. There are no wing walls, but instead the abutments project slightly outward from the bridge deck. The bridge deck is covered by gravel and a single railroad line with rails and ties. The bridge measures 48' long, including three 16' spans, and its deck is 28' wide. It is identified as D&RGW bridge number 112.78, and is located south of D&RGW Bridge 112.34.
7. Original use: Railroad bridge
Current use: Railroad bridge
8. Modifications (describe): According to D&RGW records, the bridge was originally crossed by two railroad tracks, and thus served as a double-track bridge. The western track was removed from the railroad line in ca. 1943 (Colorado Railroad Museum). The bridge appears to have sustained no other major alterations.
9. Extent of Resource: The resource is confined within the parameters of the bridge structure.
10. Associated Artifacts: None found
11. Associated Features or Resources: None found

III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown
Source of information/justification: _____
13. Builder: Denver & Rio Grande (later Denver & Rio Grande Western)
Source of Information: Colorado Railroad Museum

Resource Number: 5PE1776.14

Temporary Resource Number: _____

Linear Component Form
(page 2 of 3)

14. Date of Construction/Date Range: September 1926
Source of Information: Denver and Rio Grande Western Railroad, *D&RGW Company Roadway Completion Report*. 9-18-26. On file at the Colorado Railroad Museum.
15. Historical/Archival Data: The arrival of railroads to Pueblo transformed the town into an urban center and the second largest trading hub in Colorado. The new transit encouraged growth in coal mining, agriculture, and heavy industries in Pueblo and the surrounding region. The D&RG Railroad was the first to reach Colorado's Southern Frontier when it arrived in Pueblo in 1872. In 1870, railroad owner General William J. Palmer organized the formation of the D&RG by assembling former employees of the Kansas Pacific Railroad, which had recently completed an east-west extension from Kansas to Denver. Palmer quickly made plans to extend the new D&RG line to Colorado's southern and mountain towns using narrow gauge track, which was cheaper than the standard gauge and could better negotiate the curving mountain terrain. On this premise, the D&RG made plans to establish new railroad lines to such sites as Castle Rock, Palmer Lake, Colorado Springs, and Pueblo, while creating newly platted towns in each location along the line.

The D&RG quickly faced competition from another railroad, the Atchison Topeka and Santa Fe (AT&SF) railroad, which reached Pueblo from Kansas by way of La Junta in 1876. By the mid-1880s, the AT&SF had constructed a main line that extended from Pueblo northward to Colorado Springs. By the end of the decade, Pueblo boasted four main lines with the addition of the Missouri Pacific and the Denver and New Orleans (later the Colorado and Southern). These railroads brought services and goods to the region, and ultimately stimulated growth and prosperity through the close of the 1880s. D&RG railroad maps indicate that in 1888, the D&RGW railroad line was straightened slightly through the project area, north of Pueblo, eliminating the unnecessary curves along the route (Denver and Rio Grande Western Railroad, 1940).

Railroad expansion stopped during the period of recession following the Panic of 1893 through 1900, but picked up again at the turn of the twentieth century. By 1900, an average of 20 daily trains traveled between Pueblo and Denver, and an additional average of 21 daily trains went to points west, south, and east. In 1901, Palmer sold his stake in the D&RG.

The second period of railroad construction arrived in the 1910s. Railroad growth slowed when personal automobile ownership skyrocketed into the 1920s and replaced the demand for travel by train. Faced with competition from the horseless carriage, railroad companies tried to attract new residents to the Southern Frontier region by advertising lower relocation rates and added services. The D&RG reorganized as the Denver and Rio Grande Western (D&RGW) in 1921. By September 18, 1926, the D&RGW replaced its 48-foot pile-and-frame trestle bridge with a standard concrete three-span bridge of the same size, and is the bridge numbered 112.78 within the project area (D&RG, 1926).

Resource Number: 5PE1776.14

Temporary Resource Number: _____

Linear Component Form

(page 3 of 3)

The economic downturn of the Great Depression slowed regional railroads markedly during the 1930s, but picked up again during World War II of the early 1940s. Operation of the D&RGW in Colorado and the Pueblo region continued into the late twentieth century until 1988 when its parent company, Rio Grande Industries, purchased Southern Pacific Railroad and assumed its name. Union Pacific Railroad acquired Southern Pacific in the 1996. The Union Pacific railroad continues to operate on the railroad line on the former D&RGW tracks.

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 D&RGW Railroad has played an important role in the development of the railroads, commerce, transportation, and population growth in the state of Colorado since the late nineteenth century. Thus, the overall line has been determined eligible under National Register Criterion A.

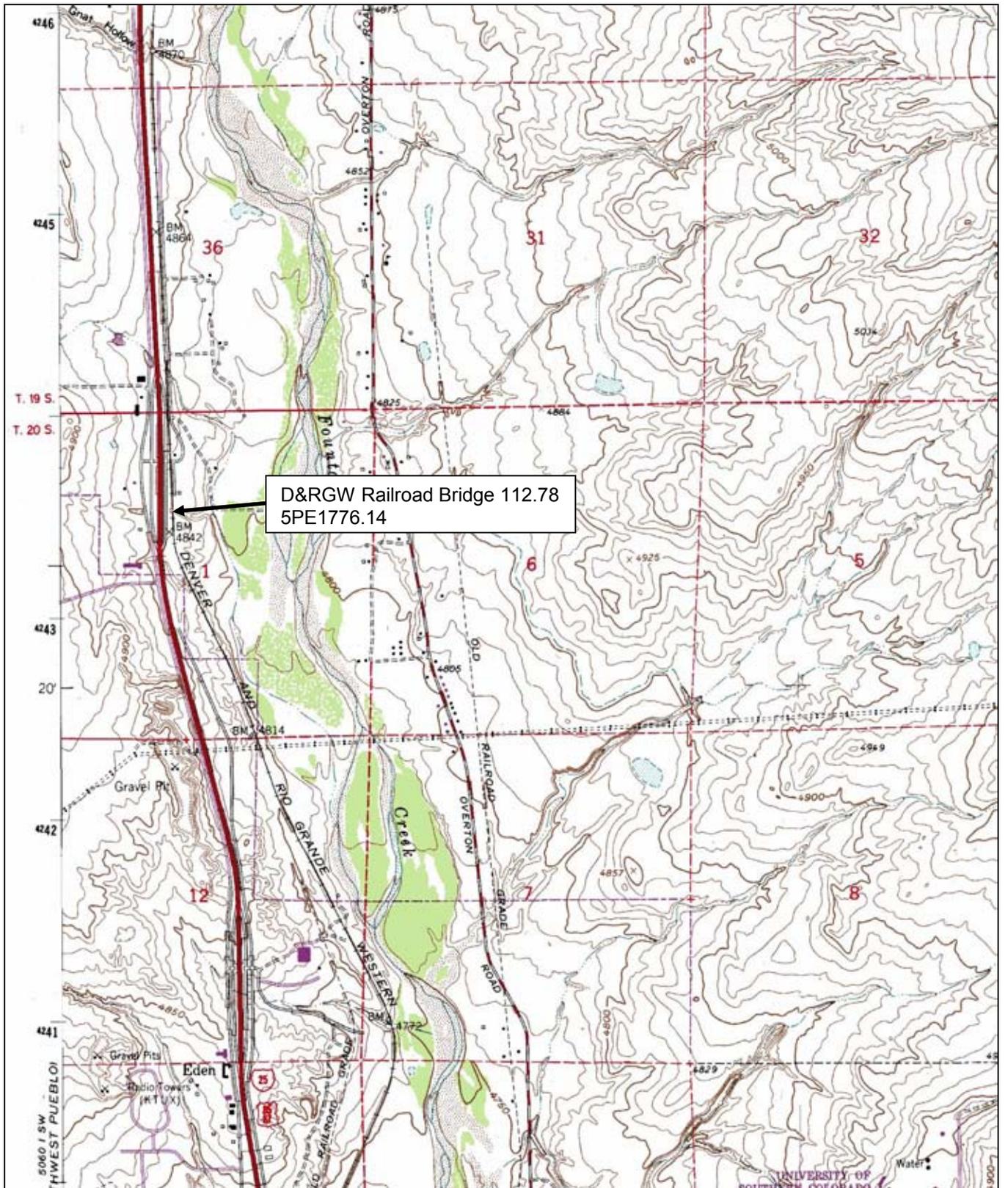
18. Eligibility of the segment being recorded:

Contributing Non-contributing _____ Not applicable _____

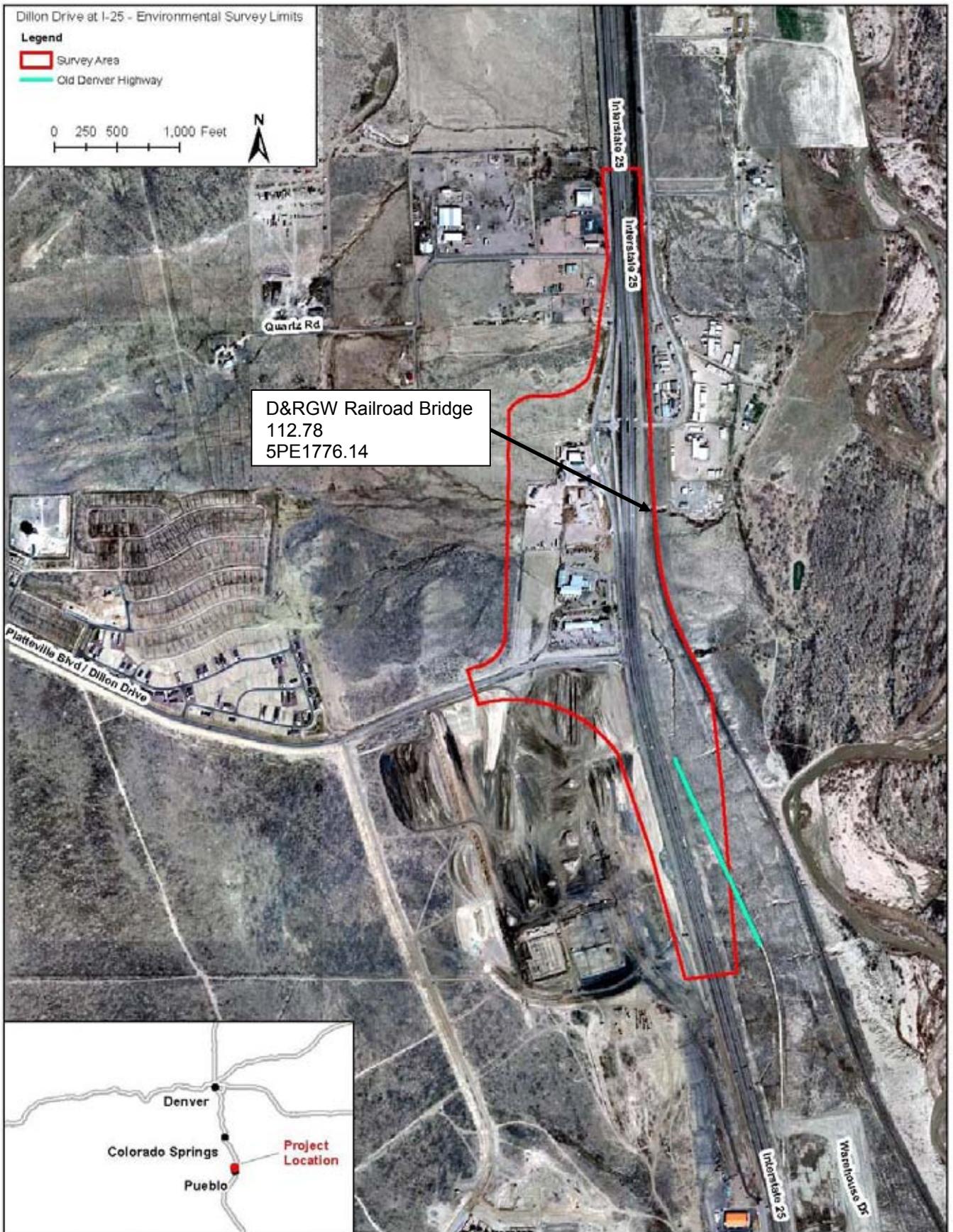
Remarks/justification: As the first railroad line to arrive to Pueblo, the D&RGW's establishment in Pueblo in 1872 had a profound impact to the city's transportation, commerce, and trade in the late nineteenth and early twentieth centuries. The access the railroad encouraged growth and development locally and regionally. The railroad also contributed greatly to the industries during this time. The D&RGW Bridge 112.78 supports the eligibility of the D&RGW Railroad by playing a contributing role to the region's development since 1926, when the bridge was constructed. The Bridge is not recommended eligible under Criterion C due to excessive deterioration. Although the bridge continues to convey its function as a ca.1926 bridge, it no longer serves as a representative example of its type due to material loss and weathering. Therefore, although Bridge 112.78 rises to a sufficient level of significance to support the overall eligibility of the entire D&RGW resource, it is recommended not individually eligible for the NRHP due to a loss of integrity.

19. Recorder(s): Carrie Schomig _____ 20. Date(s): January 13, 2009 _____

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



Location Map
Northeast Pueblo (1961, Photorevised 1970, 1974)



Sketch Map: Dillon Drive at I-25 Environmental Study Limits. Pueblo County, CO.
 Graphic produced by CH2M Hill, Sept. 2008.



Photograph 1: D&RGW Railroad Bridge 112.78, East side, View to the northwest.



Photograph 2: D&RGW Railroad Bridge 112.78, Structure detail of west side, View to the northeast.



Photograph 3: D&RGW Railroad Bridge 112.78, West side, View to the southeast.



Photograph 4: D&RGW Railroad Bridge 112.78, Bridge deck, View to the north-northeast.

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: 5PE6890.1 2. Temporary Resource Number: _____
3. Attachments (check as many as apply) 4. Official determination (OAHPI use only)
- | | |
|--|--|
| <input type="checkbox"/> Prehistoric Archaeological Component
<input type="checkbox"/> Historic Archaeological Component
<input type="checkbox"/> Historic Architectural Component Form
<input checked="" type="checkbox"/> Sketch/Instrument Map (required)
<input checked="" type="checkbox"/> U.S.G.S. Map Photocopy (required)
<input checked="" type="checkbox"/> Photograph(s)
Other, specify: <u>Linear Resource Form</u> | <input type="checkbox"/> Determined Eligible
<input type="checkbox"/> Determined Not Eligible
<input type="checkbox"/> Nominated
<input type="checkbox"/> Need Data
<input type="checkbox"/> Contributing to NR Dist.
<input type="checkbox"/> Not Contributing to NR Dist. |
|--|--|

I. IDENTIFICATION

5. Resource Name: US Highway 85 (formerly State Highway 1 or the Great North and South Highway)
6. Project Name/Number: Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, CO
7. Government Involvement: Local State Federal
Agency: City of Pueblo
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, 4201 East Arkansas Avenue, Denver, CO 80222
10. Boundary Description and Justification: This segment of US 85 is located within the city limits of Pueblo along the east side of I-25, approximately 800 feet south of Dillon Drive, which terminates at I-25 at its west side. The boundaries enclose the segment surveyed, which is a concrete-slab roadway that extends approximately 1,040 feet long within the project area, but continues on in the southward direction for an undetermined distance outside of the project area. The roadway is 17'-10" wide to accommodate two 8'-10" lanes and a 4" gap that separates the two lanes down the center. The roadway runs at a north-northwest direction within the project area, and comes to an abrupt end at its northern edge, where it appears to have been cut to accommodate the construction of I-25 and its right of way, due west.
11. Site/Property Dimensions: 317 m x 5.36 m Area: 1,700.5 m² (÷4047) 0.42 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 20S Range 65W Section 1 NE, SE 1/4 of SW 1/4
PM _____ Township _____ Range _____ Section _____ 1/4 of _____ 1/4 of _____ 1/4 of _____ 1/4

Resource Number: 5PE6890.1
Temporary Resource Number: _____

Management Data Form
(page 2 of 4)

if section is irregular, explain alignment method: _____

13. USGS Quad: Northeast Pueblo 7.5' 15' _ Date(s): 1961 (Rev. 1970, 1974) (attach photocopy)
14. County: Pueblo 15. Other Maps: _____
16. UTM Reference: Check your Datum! _____ NAD 27 NAD 83
A. 1 3 ; 5 3 3 3 8 1 mE 4 2 4 2 9 3 2 mN
B. 1 3 ; 5 3 3 4 7 0 mE 4 2 4 2 7 2 9 mN
C. 1 3 ; 5 3 3 4 7 1 mE 4 2 4 2 7 2 4 mN
D. 1 3 ; 5 3 3 3 7 9 mE 4 2 4 2 9 3 1 mN
17. Address: n/a Lot _____ Block _____ Addition _____
18. Location/Access: This segment of US 85 is located within the city limits of Pueblo along the east side of I-25, approximately 800 feet south of Dillon Drive, which terminates at I-25 at its west side. Access is open.

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 checked="" 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 checked="" type="checkbox"/> arroyo/gully	_____
20. Site Topographic Description (mention named landforms): Various unnamed gulches or arroyos in the vicinity.
21. Site Elevation: 4,814 feet = (x .3048) 1467.31 meters 22. Aspect: _____
23. Degree of Slope on Site: 0% 24. Soil Depth: unknown cm
25. Soil Description (character and color): brown loam with mixed gravels
26. Depositional Environment:

<input 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: Fountain Creek/permanent distance: _____ m 600 ft.
28. Nearest Permanent Water: name: Fountain Creek distance: _____ m 600 ft.
29. Vegetation on Site (list predominant species): Grasses
30. Vegetation Associations/Communities Surrounding Site: Grasses

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Highways to the Sky: A Context and History of the Colorado Highway System: Multiple Property Listing

Resource Number: 5PE6890.1

Temporary Resource Number: _____

Management Data Form
(page 3 of 4)

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: This resource is a 1,040-foot-long abandoned, two-lane highway segment that was originally built in 1930. It exhibits cracking and some spalling throughout the surface of the roadbed due to weathering, vegetative growth, and lack of maintenance.

35. Vandalism: yes _____ no describe: _____

36. National Register Eligibility Field Assessment:

Eligible Not Eligible _____ Need Data _____

Statement of Significance/N.R.H.P. Justification: US 85 played an important role in the urbanization of Colorado as part of the first paved, interstate route that ran north-south through Colorado from Wyoming to New Mexico as early as 1930. As such, the abandoned linear segment of US 85 is recommended eligible for the National Register under Criterion A 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 or covered by I-25 along the same route. The overall 309.54-mile segment of US 85 is not recommended eligible under Criterion C due to deterioration and loss of integrity from the construction of I-25 over the vast majority of the former US 85 roadway. This abandoned 1,040-foot-long segment of US 85 north of Pueblo supports the overall eligibility of the former US 85 resource in Colorado. Although weathered and cracked due to age and lack of maintenance, this segment maintains its integrity as a roadbed, and conveys its early history as an early interstate highway in Colorado. Moreover, although other abandoned segments of US

Resource Number: 5PE6890.1
Temporary Resource Number: _____

Management Data Form
(page 4 of 4)

85 have been previously recorded in Las Animas, CO (5HF1925.1), and near Colorado Springs, CO, (5EP5133) which has been officially determined eligible to the National Register), this segment appears to be the first recorded segment of the former US 85 roadway in Pueblo County.

37. Status in an Existing National Register District: n/a
Contributing _____ Non-Contributing _____
38. National Register District Potential yes _____ no X discuss: _____

V. MANAGEMENT AND ADMINISTRATIVE DATA

39. Threats to Resource: Water erosion X Wind erosion X Grazing _____ Neglect X
Vandalism _____ Recreation _____ Construction _____ Other (specify): _____
comments: _____
40. Existing Protection: None X Marked _____ Fenced _____ Patrolled _____ Access controlled _____
other (specify): _____
41. Local landmark designation: n/a 42. Easement: n/a
43. Management Recommendations: Avoid, otherwise no further work.

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): Associated Cultural Resource Experts, Highways to the Sky: A Context and History of the Colorado Highway System, 2002.
46. Primary Location of Additional Data: Colorado Historical Society, Colorado Department of Transportation
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: n/a; digital photography used Negatives filed at: _____
49. Report Title: Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, CO
50. Recorder(s): Carrie Schomig, TEC Inc. Date(s): January 13, 2009
51. Recorder Affiliation: CDOT Region 2
Phone Number: 303-757-9758

Linear Component Form

(page 1 of 4)

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): 5PE6890.1
2. Temporary Resource Number: _____
3. Resource Name: 1,040-foot segment of US Highway 85
4. Record of: Entire resource Segment

II. RESOURCE DESCRIPTION

5. Resource Type: Road Railroad Ditch/Canal Trail
Other (specify): _____
6. Resource Description: This is an abandoned segment of the former US Highway 85, east of Interstate 25 and south of Platteville Road/Dillon Road, and is located approximately two miles north of the City of Pueblo. The segment surveyed is a concrete-slab roadway that extends approximately 1,040 feet long within the project area, but continues on in the southward direction for an undetermined distance outside of the project area. The roadway is 17'-10" wide to accommodate two 8'-10" lanes. The concrete is seamed, and includes a 4" gap that separates the two lanes down the center. A thin edge of gravel is visible at the shoulders, as the former shoulders may have been completely overgrown by the heavy grasses that obscure at the roadway's edges. The surface of the roadway is in fair condition. A moderate degree of cracking and spalling occurs at the seams and edges. The roadway runs at a north-northwest direction within the project area, and comes to an abrupt end at its northern edge, where it appears to have been cut to accommodate the construction of I-25 and its right of way, due west. A few piles of broken concrete were scattered in the vicinity of the roadway.
7. Original use: Highway
Current use: Abandoned
8. Modifications (describe): The remaining roadway segment has not been altered since its abandonment in ca.1960, when the roadway was replaced with the new I-25 corridor. The majority of US 85 highway was removed at that time to accommodate the construction of I-25, which largely occurred along the same route as US 85. This segment is an extant remnant of the former roadway.
9. Extent of Resource: Remnants from the former US Highway 85 roadway occur at irregular intervals along the approximate 309.54-mile distance through Colorado between the Wyoming state line and the New Mexico state line.
10. Associated Artifacts: None found
11. Associated Features or Resources: None found

Resource Number: 5PE6890.1 _____
Temporary Resource Number: _____

Linear Component Form
(page 2 of 4)

III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown
Source of information/justification: _____
13. Builder: Colorado Highway Department
Source of Information: Associated Cultural Resource Experts, *Highways to the Sky: A Context and History of the Colorado Highway System, 2002.*
14. Date of Construction/Date Range: This segment is part of the US 85 segment between Colorado Springs and Pueblo that was paved in 1930.
Source of Information: Associated Cultural Resource Experts, *Highways to the Sky: A Context and History of the Colorado Highway System, 2002.*
15. Historical/Archival Data: The first automobile appeared in Pueblo in 1902 when an Oldsmobile owned by the city's first automobile dealer, C.W. Fowler, arrived to town. By 1906, the popularity of the automobile led the Pueblo City Council to finance paving the city's downtown streets. In 1907, the Colorado State Legislature authorized the construction of a new highway traversing the state from north to south, from New Mexico to Wyoming. An auto tourist guide from 1912 identified the road as the "Great North and South Highway." The highway extended 326 miles linking many of the cities along the Front Range, including Fort Collins, Denver, Colorado Springs, Pueblo, and Trinidad. The unpaved route was completed between Denver and Pueblo around 1919, covering the old wagon trails that previously connected the cities. In the late 1910s, traveling the 130-mile distance between Denver and Pueblo was an eight-hour journey, with about two and one-half hours travel time between Pueblo and Colorado Springs (Commemorating the Opening of the Pueblo Freeway, 1959:2).

Colorado's major roads improved when the federal government took on the responsibility of directing major highway road construction with the Federal Highway Act of 1921. Under the Act, road projects could use federal appropriations, and were constructed through a partnership between federal and state agencies. The Act's first highway project in Colorado was the stretch of paved highway between Denver and Littleton, which became part of the Great North and South Highway, and later the US 85 segment (Associated Cultural Resource Experts, 2002:54).

With federal funding, the Colorado Department of Highways paved US 85 over the course of 30 years between 1920 and 1950 as the new 309-mile interstate highway that ran north-to-south from Cheyenne, Wyoming, to the New Mexico state line. When the Colorado Highway Advisory Board renumbered the state roads in 1922, the road became designated State Highway 1. In 1927, the national highway system also identified the Highway as US 85, or the Old Denver Highway. One year later, in 1928, the segment of US 85 between Denver and Colorado Springs was paved in concrete. The highway south of Colorado Springs to Pueblo, however, was still dirt until 1930, when the Colorado Department of Highways hard-surfaced the route

Resource Number: 5PE6890.1 _____
Temporary Resource Number: _____

Linear Component Form
(page 3 of 4)

with 18-foot-wide concrete paving to Pueblo. The entire length of US 85 between Wyoming and New Mexico was paved by 1938. Federal standards in the 1920s called for concrete roads that were constructed of 18-foot-wide and 6-inch-thick concrete slabs that were set with lateral joints set at 30-foot intervals. The slabs rested on a 6-inch bed of sand to prevent cracking (Associated Cultural Resource Experts, 2002:54).

Many of the early roads paralleled the course of the existing railroad routes between towns and cities. US 85 followed this pattern, shadowing the north-south railroad tracks between Denver and Pueblo. As automobile routes gained popularity during the 1920s, city development began to reorient away from the railroad depots toward the edges of the new roadways and highways. Automobile-oriented businesses, such as filling stations, automobile repair shops, auto courts, and drive-in restaurants began to appear at the city fringes at the roadside. This new development was especially pronounced during the 1940s and during the post-war boom years following World War II.

In 1941, planning began for improvements along Interstate US 85-87 into and out from Pueblo. The plans arrived in time for the influx of motor vehicles that took the highway after World War II, coinciding with the car-ownership boom that was occurring nationwide in the late 1940s. Until that time, US 85 terminated at the city grid where the highway traffic weaved through the city streets and exited out the north and south city limits. Plans for the new freeway linking North Pueblo with South Pueblo were the first of its kind in the city.

In 1961, the Colorado Department of Highways completed the 67-mile stretch of what became Interstate 25 (I-25) between the South of Pueblo and Monument, north of Colorado Springs. The entire length of I-25 through Colorado was completed by 1970. The Colorado Department of Highways located the new I-25 directly over the majority of the old Great North and South Highway, as I-25 generally followed the same route as its predecessor. Where I-25 was straightened from the former highway, unused sections of the old road were abandoned adjacent to the I-25 right of way.

16. Prehistoric Cultural Affiliation: None _____

IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource:

Eligible X Not eligible _____ Need data _____

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

Is this a field determination? Yes X No _____

Remarks/justification: US 85 played an important role in the urbanization of Colorado as part of the first paved, interstate route that ran north-south through Colorado from Wyoming to New Mexico as early as 1930. As such, the abandoned linear segment of US 85 is recommended eligible for the National Register under

Resource Number: 5PE6890.1 _____
Temporary Resource Number: _____

Linear Component Form
(page 4 of 4)

Criterion A 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 or covered by I-25 along the same route. Therefore, although a full survey of the entire 309.54-mile-long-resource has not been completed, the resource is assumed to be eligible for the NRHP under Criterion A.

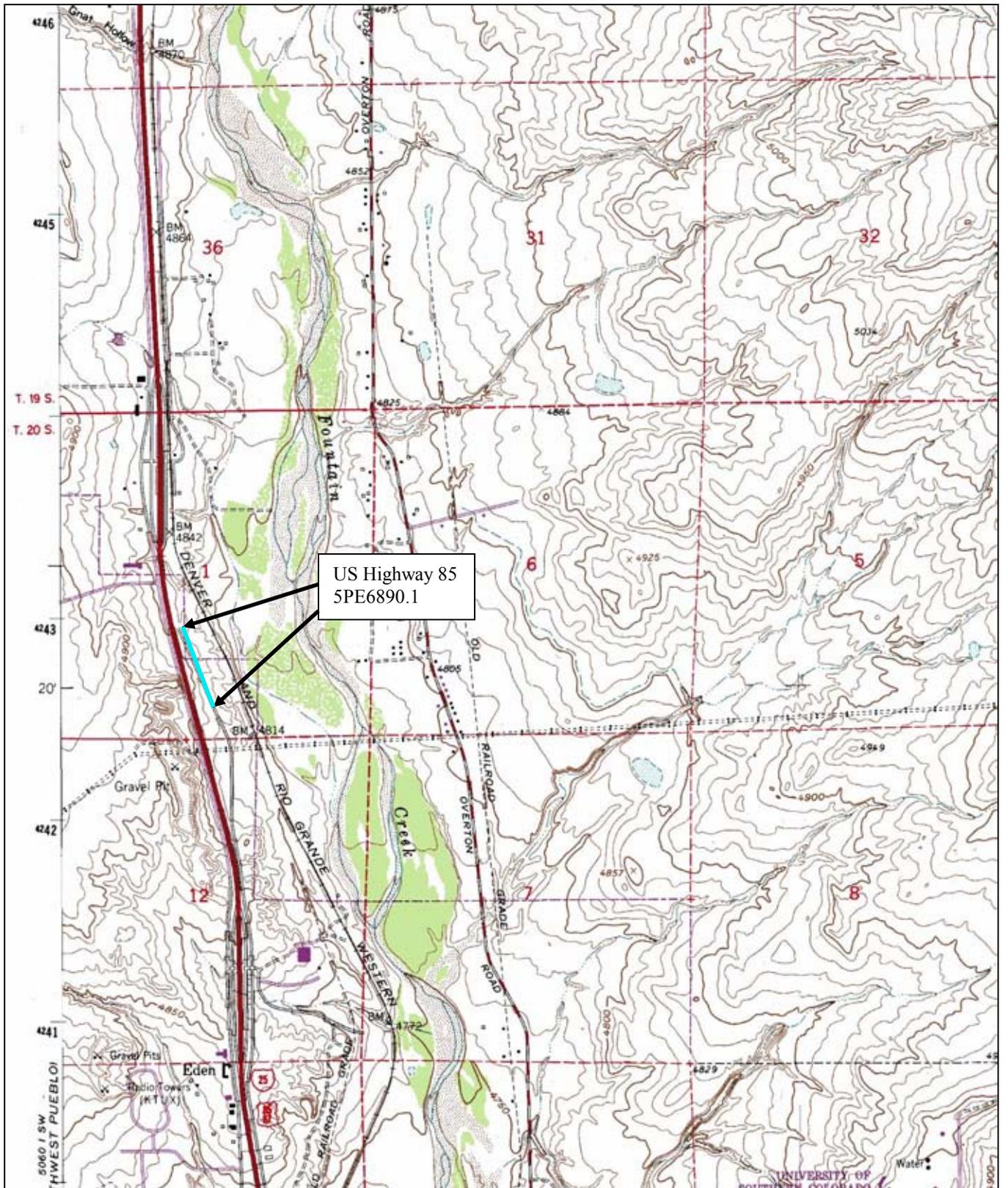
18. Eligibility of the segment being recorded:

Contributing X Non-contributing Not applicable

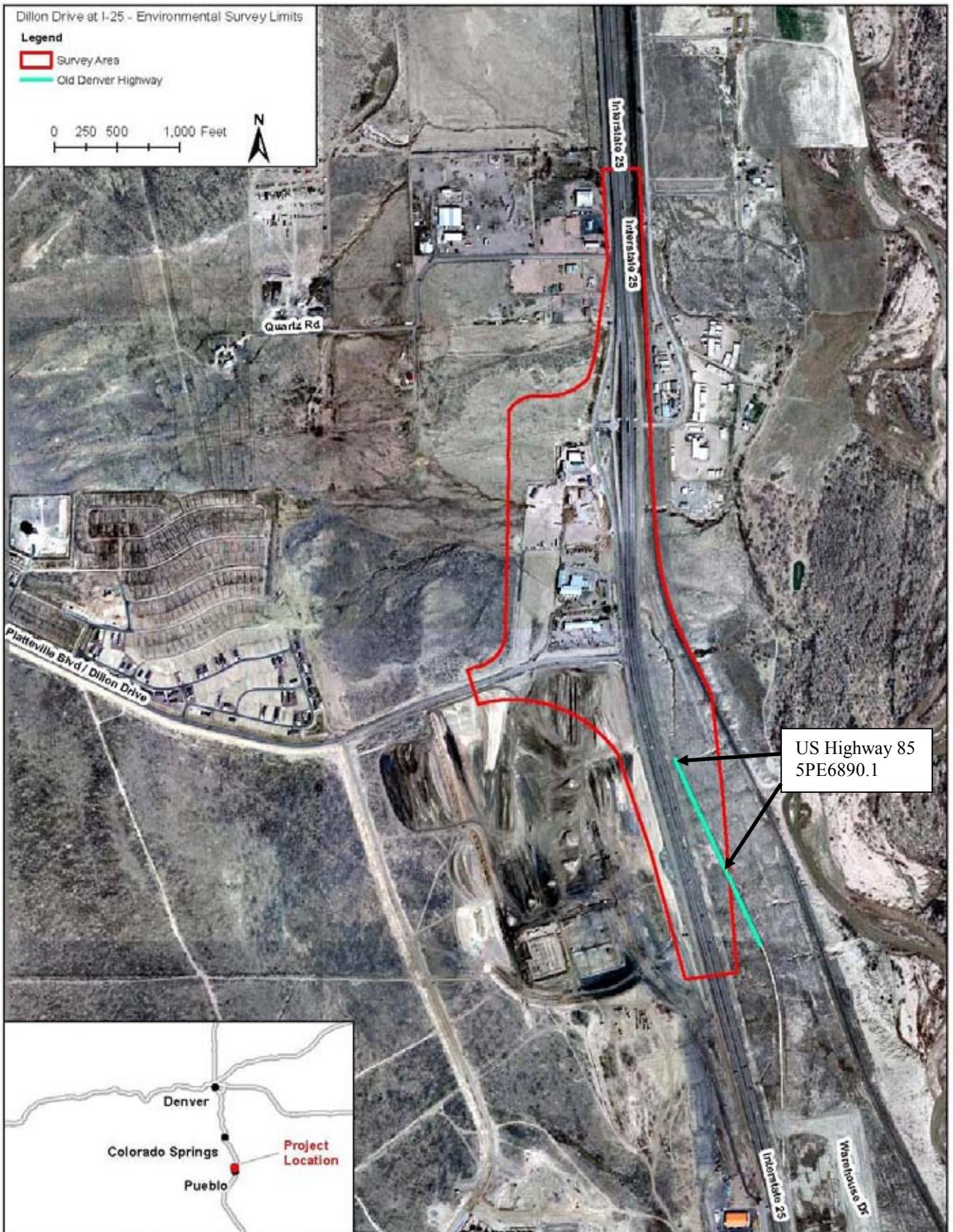
Remarks/justification: This abandoned 1,040-foot-long segment of US 85 north of Pueblo supports the overall eligibility of the US 85 resource in Colorado. Although weathered and cracked due to age and lack of maintenance, this segment maintains its integrity as a roadway and still conveys its early history as an early interstate highway in Colorado. Although other abandoned segments of US 85 have been previously recorded in Las Animas, CO, and near Colorado Springs, CO, (which has been officially determined eligible to the National Register), this segment appears to be the first recorded segment of the former US 85 roadway in Pueblo County.

19. Recorder(s): Carrie Schomig 20. Date(s): January 13, 2009

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



Location Map
Northeast Pueblo (1961, Photorevised 1970, 1974)



Sketch Map: Dillon Drive at I-25 Environmental Study Limits. Pueblo County, CO.
 Graphic produced by CH2M Hill, Sept. 2008.



Photograph 1: US Highway 85, View to the south-southeast.



Photograph 2: US Highway 85, View to the south-southeast.



Photograph 3: US Highway 85, View toward I-25, looking north-northwest.



Photograph 4: US Highway 85, View from northern edge of the roadway, looking to south-southeast.



Photograph 5: US Highway 85, Roadway detail of cracking and spalling.

Resource Number: 5PE6891
Temporary Resource Number:

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)

Date _____ Initials _____
____ Determined Eligible- NR
____ Determined Not Eligible- NR
____ Determined Eligible- SR
____ Determined Not Eligible- SR
____ Need Data
____ Contributes to eligible NR District
____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5PE6891
2. Temporary resource number:
3. County: Pueblo
4. City: Pueblo
5. Historic building name: Unknown
6. Current building name: 5 Star Homes
7. Building address: 2335 N. Interstate 25, Pueblo, CO 81008
8. Owner name and address: Rice and Rice, Inc.; Keith R. and Sharon L. Swerdfeger, 421 E. Industrial Boulevard, Pueblo West, CO 81007

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 20S Range 65W
SE ¼ of SE ¼ of NW ¼ of NW ¼ of section 1
10. UTM reference
Zone 13 ; 533065 mE 4243866 mN
11. USGS quad name: Pueblo Northeast
Year: 1960, Rev. 1970 1974 Map scale: 7.5' X 15' Attach photo copy of appropriate map section.
12. Lot(s): n/a Block: _____
Addition: _____ Year of Addition: _____
13. Boundary Description and Justification: The site boundary encompasses the property's legal parcel boundaries, which front parcel 501000012 on its north and west sides, and is adjacent to parcels 501002001 and 501000024 on its south side. The parcel fronts the Frontage Road to I-25 at its east boundary for approximately 300 feet. The parcel measures about 250 feet at its north boundary and about 300 feet at its south boundary.

III. Architectural Description

14. Building plan (footprint, shape): Irregular
15. Dimensions in feet: Length 72' x Width 38'
16. Number of stories: Two
17. Primary external wall material(s): Concrete block
18. Roof configuration: Flat
19. Primary external roof material: Unknown

Resource Number: 5PE6891
Temporary Resource Number:

20. Special features: Porch
21. General architectural description: This property consists of two permanent 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 commercial office building. The roof is flat with tall, concrete-block parapets that form a vertical extension of the exterior walls. Pent roofs project from the façade over the windows at the east (principal) façade and the north and south side facades. The pent roofs are wood-framed and wood-sided with flat roofs, metal trim, and boxed eaves and project straight outward from the exterior wall, creating a continuous horizontal feature. The principal (east) façade is asymmetrically composed of five bays with a central entrance bay at the ground level. The entrance projects forward with a partially enclosed porch, which is covered by a flat, wood-framed roof that forms an extension of the projecting pent roof. The porch is set on a raised, concrete-block foundation with steps at the front. Two porch piers that support the roof are square and boxed-in by wood siding. The porch entrance wall is clad in wood siding set in a diagonal pattern. Fenestration is metal-framed, and consists primarily of fixed, plate-glass windows that are flanked by narrow, vertical, fixed side-lights. Other fenestration consists of rectangular sliding windows. The principal façade also includes three concrete-block engaged buttresses at the façade. The north and south side facades each have one second-story window bay and a secondary door at the first floor. The rear, west façade is windowless, and includes a two-story projection at the center, which possibly houses an interior staircase. The foundation is concrete-block masonry.
22. Architectural style/building type: Other Style
23. Landscaping or special setting features: The property is almost entirely paved in asphalt, concrete walkways, or is covered by buildings. Gravel ground cover flanks the primary building. The majority of the lot is open and is used for parking.
24. Associated buildings, features, or objects: The secondary permanent building on the property is a two-story, metal-framed service building, which is located at the north end of the site. The building, which was constructed in 1978, has a flat roof that is covered in standing seam metal, has metal trim, and is clad in vertical metal siding. The building's south, principal, façade includes three two-story window and door bays at the east end of the façade, including the main double-door entrance. The remainder of the south façade is comprised of four large bays with overhead doors.

Four mobile homes on the property appear to be added within the past ten years or less. They do not appear to be fixed to the ground on the property, and recent aerial photographs suggest that they are moved relatively frequently within the property.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1965
Source of information: Pueblo County Assessor Records

Resource Number: 5PE6891
Temporary Resource Number:

26. Architect: Unknown
Source of information:
27. Builder/Contractor: Unknown
Source of information:
28. Original owner: Undetermined
Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
The front porch of the primary building appears to have been altered since the building's original construction. The wood piers and diagonal wood siding appear to be later alterations that are inconsistent with the concrete-block materials and style of the rest of the building. Likewise, the wood-framed pent eaves at the south, east, and north facades also appear to be later additions to the building.
30. Original location X Moved Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Not known
32. Intermediate use(s): Not known
33. Current use(s): Business
34. Site type(s): Office Building and Sales Lot
35. Historical background: According to historic maps of the region, the property at 2335 N. Interstate 25 appears to have been first developed in the 1960s, several years after I-25 and its exit at Eden was established in 1961. As-built drawings of I-25 created at that time reveal that this area of the highway was sparsely developed with a variety of small commercial and residential buildings, including those identified as an auto salvage shop, small dwellings, and a café (Colorado Department of Highways, 1960). None of these buildings appear to be extant today. The primary, concrete-block building on this property was built in 1965 in the area that was then north of the City of Pueblo's city limit. In 1978, the large service building was built on the north end of the property, closer east to the Frontage Road. A USGS map that was photorevised in 1974 reveals that there were only a few roadside commercial business established in the area along the Frontage Road in the mid-1970s.

Since 1974, this area has been incorporated into the City of Pueblo, and has functioned as a low-density, light industrial development at the north edge of the city along the I-25 corridor. Areas east and west of the row of buildings that face Frontage Road remain open and undeveloped, while the open areas to the south near Dillon Drive have become commercially developed for the first time within the past five years. The 1965 and 1978 buildings at 2335 N. Interstate 25 contribute to the light industrial setting of the area, and currently function as an office building and service building for a business that sells pre-manufactured houses.

36. Sources of information:
Colorado Department of Highways, "Project I-25-2(42)102 8," 4 April 1960.
Pueblo County Assessor Records. Property Records Search. Available online at
<http://www.co.pueblo.co.us/cgi-bin/webatrbroker.wsc/savesession.p?dept=404100>.
Accessed October.

Resource Number: 5PE6891
Temporary Resource Number:

USGS Quadrangle Map, "Northeast Pueblo," 1960, Photorevised 1970, 1974.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No X Date of designation: _____

Designating authority:

38. Applicable National Register Criteria:

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

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

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

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

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

X Does not meet any of the above National Register criteria

39. Area(s) of significance: n/a

40. Period of significance: n/a

41. Level of significance: National ___ State ___ Local _____

42. Statement of significance: The buildings at 2335 N. Interstate 25 are recommended to be not eligible for nomination to the National Register of Historic Places because they do not meet Criterion Consideration G for properties less than 50 years of age with exceptional significance. Historical research does not indicate that the primary and secondary (1965 and 1978, respectively) buildings are associated with important historical events or historically important people, and thus do not meet Criteria A and B. They are not exceptional for their architectural merit, and therefore do not meet Criterion C.

43. Assessment of historic physical integrity related to significance: The historic physical integrity of the primary, 1965 building is fair due it the apparent alterations at the front porch, and with the addition of the wood-framed pent eaves. The integrity of the 1974 building is good, as the building appears to be unaltered and in good condition.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ___ Not Eligible X Need Data ___

45. Is there National Register district potential? Yes ___ No X

Discuss: The majority of the buildings within the vicinity of 2335 N. Interstate 25 along the Frontage Road have been built within the past 30 years or less, and do not appear meet National Register Criteria as contributing buildings to an exceptionally significant historic district, under Criteria Consideration G.

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

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

Resource Number: 5PE6891
Temporary Resource Number:

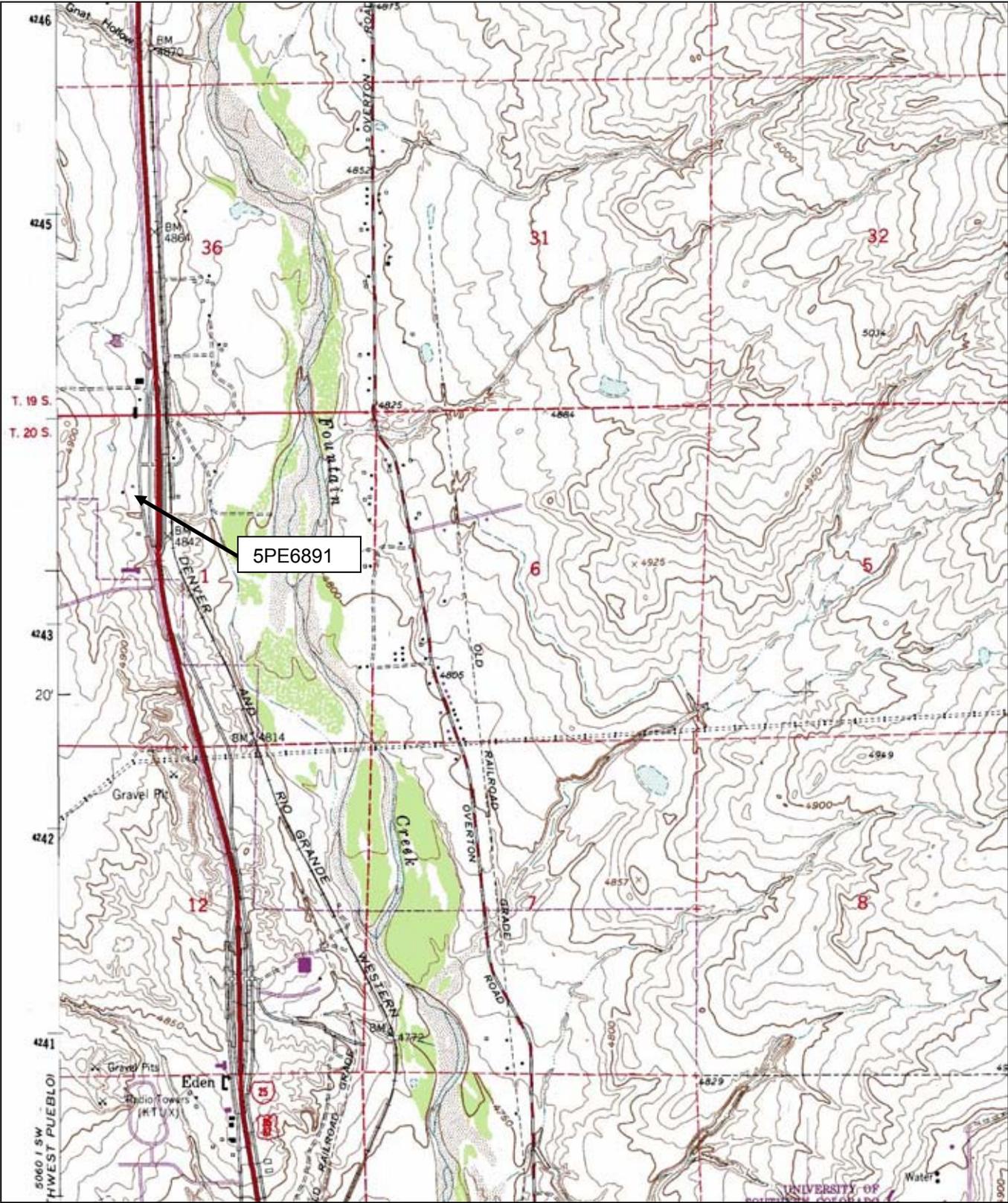
VIII. RECORDING INFORMATION

47. Photograph numbers: n/a; digital photography used
Negatives filed at:
48. Report title: Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, CO
49. Date(s): January 13, 2009
50. Recorder(s): Carrie Schomig
51. Organization: TEC, Inc.
52. Address: 1658 Cole Boulevard, Suite 190, Golden, CO 80401
53. Phone number(s): 303-273-0231

NOTE: Please include 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

Resource Number: 5PE6891
Temporary Resource Number:



Location Map
Northeast Pueblo (1961, Photorevised 1970, 1974)

Resource Number: 5PE6891
Temporary Resource Number:



Sketch Map. Pueblo County Assessor Records.

Resource Number: 5PE6891
Temporary Resource Number:



Photograph 1: Primary Building, East façade, View to the West

Resource Number: 5PE6891
Temporary Resource Number:



Photograph 2: Primary Building, East façade, View to the Southwest

Resource Number: 5PE6891
Temporary Resource Number:



Photograph 3: Primary Building, West and North facades, View to the Northeast

Resource Number: 5PE6891
Temporary Resource Number:



Photograph 4: Secondary Building, South façade, View to the North-northwest

Resource Number: 5PE6891
Temporary Resource Number:



Photograph 5: Secondary Building, North and West façades, View to the Southeast

Isolated Find Record

I. IDENTIFICATION AND LOCATION

1. Resource No.: 5PE6895 2. Temp. Resource Number: JB-IF-1
3. County: Pueblo
4. Legal Location: PM 6th Township 20S Range 65W
 Sec 1; NE 1/4 SE 1/4 NE 1/4 SW 1/4
 If section is irregular, explain alignment method _____
5. UTM's: Zone 13 5, 3 3 3 8 5 mE, 4 2 4 3 1 6 8 mN.
6. USGS Quad Name: Northeast Pueblo
 Date: 1961, Rev. 1970, 1974

II. ARCHAEOLOGICAL DATA

Sketch/Trace Here

7. Artifacts: 8 sherds slat glazed stoneware (from one vessel)
2 fragments green bottle glass (from one vessel)
4 fragments amethyst glass (from one vessel)
3 fragments metal (from single artifact)
8. IF Dimensions: 5ft X 5 ft OR Single Artifact _____
9. Inferred Function(s): discarded debris
10. Cultural Affiliation/Time Period: Euroamerican / 1880-1920
11. Comments: Associated with a abandoned and salvaged railroad bed; Amethyst glass predates WWI

III. ENVIRONMENTAL DATA

12. Elevation: Feet 4,840 Meters 1475
13. Soil: Brown loam with mixed gravels
14. Topography: Isolate is located on a raised railroad bed east of I-25 west of Fountain Creek
15. Slope: Site 0° Surrounding 0°
16. Nearest Water: Name/Nature: Fountain Creek/Permanent
 Elevation 4,791 ft Distance 1,383 ft Direction SE
17. Vegetation: short grasses, prickly pear and cholla cacti, sagebrush

IV. REFERENCE DATA

18. Collection: Yes ___ No X Describe _____
19. Repository: N/A
20. Landowner: City of Pueblo
21. Report Title: Class III Cultural Resources Inventory, Dillon Drive at I-25, City of Pueblo
22. Recorder(s): Jennifer Bryant
23. Recorder Affiliation: TEC, Inc., 1658 Cole Blvd, Ste. 190, Golden, CO 80401
24. Date(s): 1/8/2009



Photograph 1: 5PE6895 taken from north to south.