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

**Addendum Report**



*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

**September 2009**

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## **I. Introduction**

This Addendum Report was prepared to supplement the report, *Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, Colorado*, prepared by TEC Inc. (TEC) for CH2M Hill and the Colorado Department of Transportation (CDOT) in January 2009. The City of Pueblo proposes to modify the existing interchange at Eden to provide a connection to Dillon Drive in Pueblo, Colorado, and this cultural resources investigation was conducted in compliance with Section 106 of the National Historic Preservation Act (NHPA) and as part of an Environmental Assessment currently underway. In a letter dated February 17, 2009 (Nichols), the Colorado State Historic Preservation Officer (SHPO) concurred with the results of the January 2009 survey report, including CDOT's determinations of National Register of Historic Places (NRHP) eligibility for seven cultural resources surveyed within the project's Area of Potential Effect (APE).

In August 2009, CDOT expanded its original APE by 16.4 acres in the south half of the APE to accommodate an adjustment in proposed construction plans in two locations (please refer to the revised APE map in Figure 1, attached). On September 3, 2009, TEC performed a Class III cultural resources inventory of this 16.4-acre expansion to identify cultural resources that might be eligible for the NRHP within the new APE. Fieldwork was conducted by Jennifer Bryant, Staff Historian and Archaeologist, and Allison Parrish, Archaeological Technician.

## **II. Description of APE Expansion**

The APE expansion comprises approximately 16.4 acres in Section 1 of Township 20 South, Range 65 West in Pueblo County, Colorado, bringing the total acreage of the project APE to 127.36 acres. The APE can be found on the Northeast Pueblo, Colorado, USGS 7.5' topographic quadrangle. The majority of the APE expansion is located on privately owned lands within the City of Pueblo, Colorado, and a small portion of the expansion was located on public lands within the CDOT Right of Way (ROW) along and adjacent to I-25. The APE expansion occurs in two locations on the west and east sides of Interstate 25 (I-25). The western expansion extends approximately 850 feet to the south and approximately 800 feet to the west of the original APE boundary at Dillon Drive (also known as Platteville Boulevard) and I-25. It is bordered to the north by Dillon Drive and to the east by the I-25 right-of-way (ROW). The eastern expansion extends to the south approximately 1,200 feet along the original southeastern APE boundary, and extends the APE to the east approximately 200 feet.

Both the western and eastern APE expansions are dominated by large man-made modern dirt piles. While it is unclear whether these dirt piles were constructed from the sediments from the immediate environment or transported from another location, the presence of the dirt piles attests to the generally disturbed nature of this particular segment of the I-25 corridor.

## **III. Previous Investigations within APE Expansion**

No previously recorded cultural resource sites are located within the western APE expansion. Two previously recorded cultural resource sites are located within the eastern APE expansion. These sites, listed in the table below, were both recorded by TEC during the 2009 inventory of the original APE. These sites are two linear resources, the former AT&SF Railroad bed (5PE1665.12) and the US Highway 85 (5PE6890.1), both of which extend southward into this eastern portion of the APE expansion. The AT&SF Railroad bed (5PE1665.12) segment has been determined to be a non-supporting element of the overall eligibility of the complete linear resource, and is officially not eligible for listing in the NRHP (Nichols 2009). The abandoned segment of the US Highway 85 (5PE6890.1) has been determined to be a supporting element of the overall eligibility of the complete resource of the historic US Highway 85, and therefore this segment is officially eligible for listing in the NRHP (Nichols 2009).

| <b>Previously Recorded Cultural Resource Sites Within Expanded Project APE</b> |                    |                   |   |                         |
|--|--------------------|-------------------|---|-------------------------|
| <i>Site No.</i>  | <i>Site Name</i>   | <i>Date Built</i> | <i>Site Description</i>   | <i>NRHP Status</i>      |
| 5PE1665.12   | AT&SF Railroad Bed | Mid-1880s         | Abandoned single-track railroad bed; rails, ties, and gravel no longer extant | Officially Not Eligible |
| 5PE6890.1  | US Highway 85      | 1930              | Abandoned, concrete-paved segment of highway                                  | Officially Eligible     |

#### **IV. Survey Findings**

##### ***Archaeological Resources***

Both the western and eastern APE expansions were 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.

Based on the information available from the file searches and previous research in the APE, TEC anticipated that the density of prehistoric cultural resources in the APE expansion would be very low. Site density has been shown to vary depending on the project location in relation to topography, slope, and vegetation. 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, followed by historic resources. The type of prehistoric sites and components recorded indicated that the majority of the resources would consist of debris scatters. Historic archaeological resources, if encountered, were expected to consist of small artifact scatters. Prehistoric resources were considered less likely to occur than historic resources; however, given the density and type of archaeological resources documented in the areas surrounding the current project in conjunction with the disturbed nature of both the western and eastern APE expansions, the project APE was not expected to yield any archaeological resources.

The Class III pedestrian cultural resources survey conducted within the APE expansion identified no previously unknown archaeological resources.

##### ***Architectural and Linear Resources***

No buildings or structures were identified in the western or eastern APE expansion. However, two linear resources, the former AT&SF Railroad bed (5PE1665.12) and the US Highway 85 roadway remnant (5PE6890.1), that were previously recorded within the original APE extend into the eastern APE expansion and were recorded as part of this inventory.

The former AT&SF Railroad bed (5PE1665.12) extends southeastward into the expanded APE for an additional 700 feet, lengthening the surveyed segment from 1,700 feet to a total of 2,400 feet. This additional portion of the former railroad bed contained no new features or characteristics that would warrant a change to the National Register eligibility of this resource. As a result, survey of this additional segment supports the previous determination of non-supporting of the NRHP eligibility of the entire

resource, and no change to this determination is recommended. A Cultural Resource Re-evaluation form has been prepared to reflect the increase in the length of the segment surveyed, and is attached to this report.

The former US Highway 85 roadway (5PE6890.1) also extends southeastward into the expanded APE for a length of 200 feet, thereby lengthening the surveyed segment from 1,040 feet to a total of 1,240 feet. This additional portion of the roadway is a continuation of the concrete-paved roadbed surveyed in the original APE, and contained no new features or characteristics that would warrant a change the National Register eligibility of this resource. As a result, survey of this additional segment supports the previous determination of Eligible for listing in the NRHP, and no change to this determination is recommended. A Cultural Resource Re-evaluation form has been prepared to reflect the increase in the length of the segment surveyed, and is attached to this report.

## **V. Conclusions**

TEC conducted an intensive cultural resources survey to identify cultural resources located within the project APE expansion and to evaluate those resources for eligibility for listing in the NRHP. Field survey resulted in the identification of no archaeological or architectural sites within the expanded APE; however, the eastern APE expansion contains two previously recorded linear segments (5PE1665.12 and 5PE6890.1). These resources were surveyed and re-evaluated and no change to either resource's NRHP-eligibility is recommended. As a result, one NRHP-Eligible cultural resource, the former US Highway 85 roadway (5PE6890.1), has been identified within the expanded project APE. Cultural Resource Re-evaluation forms have been prepared to update survey results and evaluations of these linear resources. No further cultural resource work is recommended for the project APE as surveyed.

## **VI. Works Cited**

Nichols, Edward C.

- 2009 "Determinations of Eligibility, I-25 Dillon Drive Environmental Assessment, Pueblo County (CHS #53793)," Letter to Brad Beckham, Manager, Environmental Programs Branch, CDOT, 17 February.

TEC Inc.

- 2009 *Class III Cultural Resources Inventory, Dillon Drive at I-25, Pueblo, Colorado*. Prepared for CH2M Hill, and the Colorado Department of Transportation (CDOT), January.

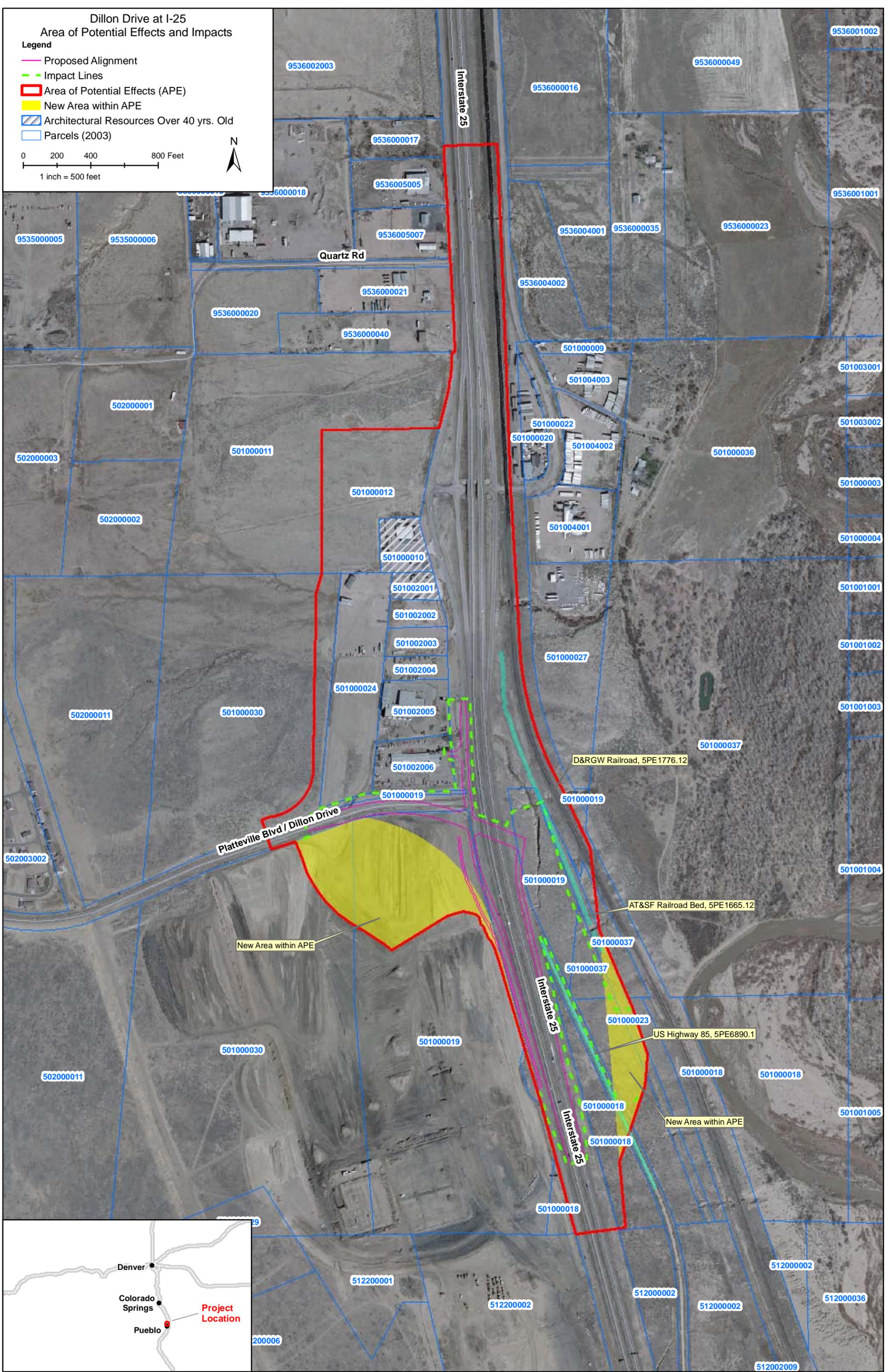
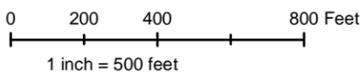
## **VII. Enclosures**

1. Figure 1. Expanded APE
2. Cultural Resource Re-evaluation forms for sites 5PE1665.12 and 5PE6890.1.

Dillon Drive at I-25  
Area of Potential Effects and Impacts

Legend

- Proposed Alignment
- - - Impact Lines
- Area of Potential Effects (APE)
- New Area within APE
- Architectural Resources Over 40 yrs. Old
- Parcels (2003)





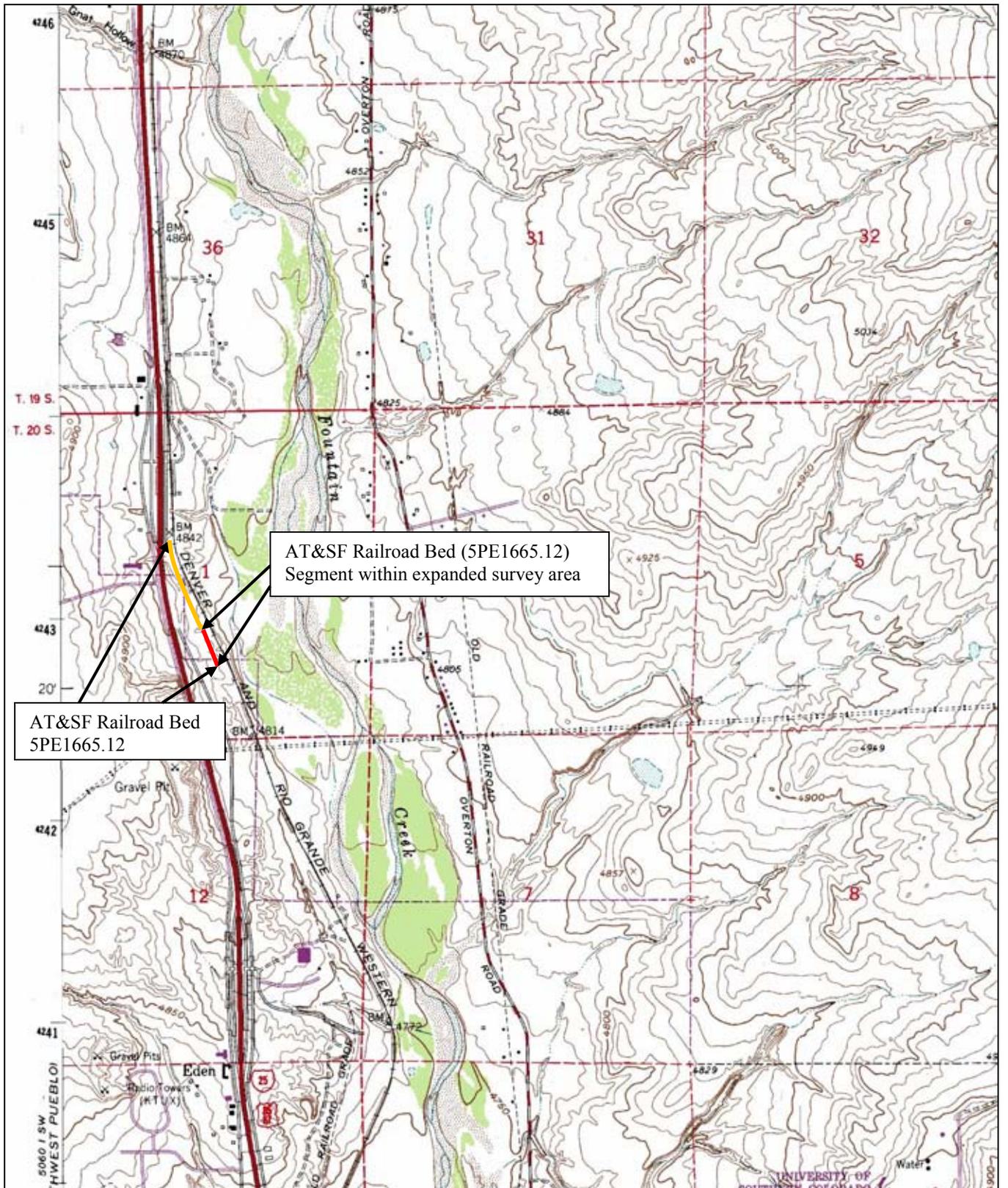
Resource Number: 5PE1665.12

Temporary Resource Number: \_\_\_\_\_

**Cultural Resource Reevaluation Form**

(page 2 of 2)

9. Changes in Condition: None; see previous Management Data and Linear Forms for resource description.  
\_\_\_\_\_
10. Changes to Location or Size Information: The resource extends within the original survey area approximately 1,700 feet, and to the south within the expanded survey area approximately 700 feet, for a total length through the survey area of approximately 2,400 feet.  
\_\_\_\_\_
11. Changes in Ownership: None.  
\_\_\_\_\_  
\_\_\_\_\_
12. Other Changes, Additions, or Observations: None.  
\_\_\_\_\_
13. National Register Eligibility Assessment:  
Eligible  Not eligible  Need data   
Explain: 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 non-supporting of the eligibility of the entire linear resource.  
This additional 700-foot segment contained no new features or characteristics that would warrant a change to the National Register eligibility of this segment. As a result, survey of this expanded segment supports the previous determination of non-supporting of the NRHP eligibility of the entire linear resource, and no change to this determination is recommended.
14. Management Recommendations: No further work.  
\_\_\_\_\_  
\_\_\_\_\_
15. Photograph Types and Numbers: N/A; digital photography used.  
\_\_\_\_\_
16. Artifact and Field Documentation Storage Location: TEC Inc., 1658 Cole Blvd. Suite 190, Golden, CO 80401  
\_\_\_\_\_
17. Report Title: Class III Cultural Resource Inventory, Dillon Drive at I-25, Pueblo, CO: Addendum Report
18. Recorder(s): Jennifer Bryant, Allison Parrish 19. Date(s): September 3, 2009
20. Recorder Affiliation: CDOT Region 2, 303-757-9758



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



Photograph 1: AT&SF Railroad Bed within expanded APE, View to the south-southwest.

COLORADO CULTURAL RESOURCE SURVEY  
**Cultural Resource Re-evaluation Form**  
(page 1 of 2)

OAHP1405  
Rev. 9/98

1. Resource Number: 5PE6890.1 2. Temp. Resource Number: \_\_\_\_\_

3. Attachments  
(check as many as apply)  
 Photographs  
 Site sketch map  
 U.S.G.S. map photocopy  
 Other \_\_\_\_\_  
 Other \_\_\_\_\_

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

5. Resource Name: US Highway 85 (formerly State Highway 1 or the Great North and South Highway)

6. Purpose of this current site visit (check as many as apply)  
 Site is within a current project area  
 Resurvey  
 Update of previous site form(s)  
 Surface collection  
 Testing to determine eligibility  
 Excavation  
 Other \_\_\_\_\_

Describe The segment surveyed is a concrete-slab roadway that extends approximately 1,040 feet within the original survey area, and approximately 200 feet to the south within the expanded survey area, for a total length of 1,240 feet. The resource continues outside of the survey area for an undetermined distance to the south

7. Previous Recordings: This segment was recorded by TEC Inc. in January 2009. This reevaluation is intended to supplement the survey results and site forms from the original project area survey conducted by TEC Inc. for CH2M Hill and the Colorado Department of Transportation (CDOT) in January 2009.

8. Changes or Additions to Previous Descriptions: The total length of the roadway segment surveyed has increased from 1,040 feet to approximately 1,240 feet.

Resource Number: 5PE6890.1

Temporary Resource Number: \_\_\_\_\_

**Cultural Resource Reevaluation Form**

(page 2 of 2)

9. Changes in Condition: None; see previous Management Data and Linear Forms for resource description.

\_\_\_\_\_

10. Changes to Location or Size Information: The resource extends within the original survey area approximately 1,040 feet, and to the south within the expanded survey area approximately 200 feet, for a total length through the survey area of approximately 1,240 feet.

\_\_\_\_\_

11. Changes in Ownership: None.

\_\_\_\_\_

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

13. National Register Eligibility Assessment:

Eligible  Not eligible  Need data

Explain: 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. This additional 200-foot segment is a continuation of the concrete-paved roadway, and contains no new features or characteristics that would warrant a change the National Register eligibility of this resource. As a result, survey of this expanded segment supports the previous determination of Eligible for listing in the NRHP, and no change to this determination is recommended.

14. Management Recommendations: Avoid, otherwise no further work.

\_\_\_\_\_

15. Photograph Types and Numbers: N/A; digital photography used.

\_\_\_\_\_

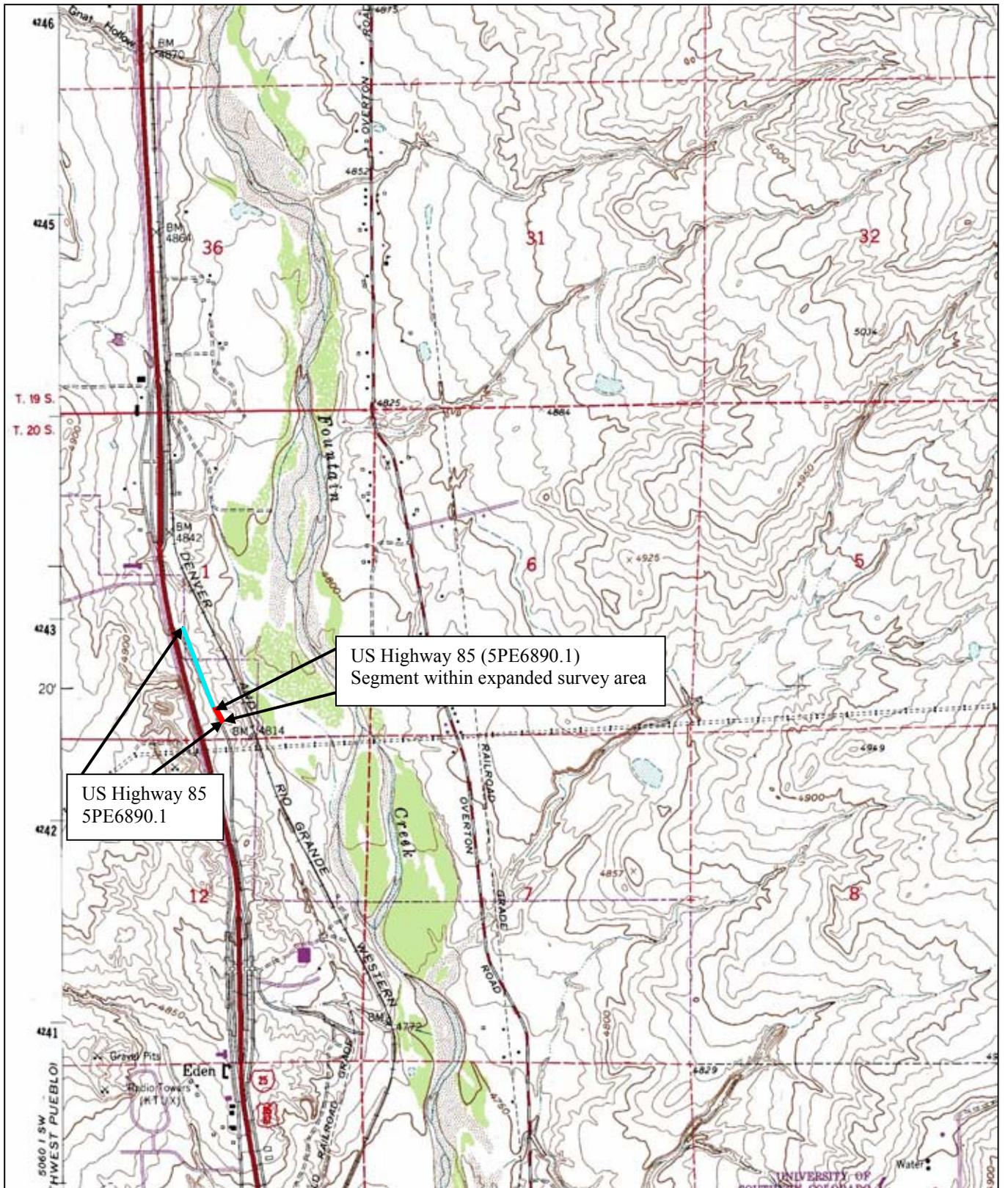
16. Artifact and Field Documentation Storage Location: TEC Inc., 1658 Cole Blvd. Suite 190, Golden, CO 80401

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



Photograph 1: US Highway 85 within expanded survey area, View to the south.



Photograph 2: US Highway 85 within expanded survey area, View to the northwest.