

## Technical Report: Historic and Archaeological Preservation

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Section 106 of the National Historic Preservation Act (NHPA), as amended, and implementing regulations found at 36 CFR Part 800, require that federal agencies take into consideration any effects a proposed action may have on historic properties. This is generally accomplished through the Section 106 compliance process, which consists of the following steps:

- ▶ Identify consulting parties (contained in the Technical Report titled “Native American Consultation”).
- ▶ Identify and evaluate historic properties located within the Area of Potential Effect established for an undertaking.
- ▶ Assess adverse impacts to properties listed on, or eligible for listing on, the National Register of Historic Places (NRHP).
- ▶ Consult with the State Historic Preservation Officer (SHPO) and, as appropriate, the Advisory Council on Historic Preservation (ACHP) and other interested parties to resolve adverse effects.

### HISTORIC RESOURCES

An intensive historical resource inventory of the study area was conducted by the staff of Associated Cultural Resource Experts (ACRE) between September 2002 and March 2003. In November 2005 ACRE re-examined the study area and a small additional area on the western periphery of the study area, within the Fort Carson Military Reservation. The purpose of the investigation was to determine whether any historic period cultural resources exist within the study area, and, if possible, to determine whether any identified cultural resources are eligible for inclusion on the National Register of Historic Places (NRHP). ACRE staff conducted a literature review as well as an on-site reconnaissance study of 85 properties in the Area of Potential Effect (APE). Of the 85 properties examined, 13 were selected for further investigation because they are more than 40 years old (**Table 1**). Of these, two are recommended as eligible for nomination to the NRHP. They are a segment of the Burlington Northern Santa Fe Railroad (5EP1003.10) and a segment of the Union Pacific Railroad (5EP2181.12). These sites are discussed below and shown by location in **Figure 1**.

**Table 1**  
**Historic Properties in the Study Area**

ID Number	Address	Name / Description	CDOT Determination of Eligibility for NRHP *	CDOT Determination of Effect
5EP1003.10	No Street Address	BNSF Railroad	NRHP Eligible contributing segment	No Adverse Effect
5EP2181.12	No Street Address	UPRR Railroad	NRHP Eligible contributing segment	No Adverse Effect
5EP4428	5640 Southmoor Lane	Residence	FNE - H, A, Alt	No historic properties affected
5EP4429	5540 Southmoor Lane	Residence	FNE - H, A, Alt	No historic properties affected
5EP4430	7470 Southmoor Lane	Residence	FNE - H, A, Alt	No historic properties affected
5EP4462	5520 Southmoor Lane	Residence	FNE - H, A, Alt	No historic properties affected
5EP4463	5580 Southmoor Lane	Residence	FNE - H, A, Alt	No historic properties affected
5EP4464	5620 Southmoor Lane	Residence	FNE - H, A, Alt	No historic properties affected
5EP4465	7310 US Highway 85-87 S.	Dick's Rock Shop	FNE - H, A, Alt	No historic properties affected
5EP4466	7360 US Highway 85-87 S.	Samoan Assembly of God	FNE - H, A, Alt	No historic properties affected
5EP4467	8058 US Highway 85-87 S.	Residence	FNE - H, A, Alt	No historic properties affected
5EP4468	7250 US Highway 85-87 S.	Residence	FNE - H, A, Alt	No historic properties affected
5EP5037	8060 US Highway 85-87 S.	Residence	FNE - H, A, Alt	No historic properties affected

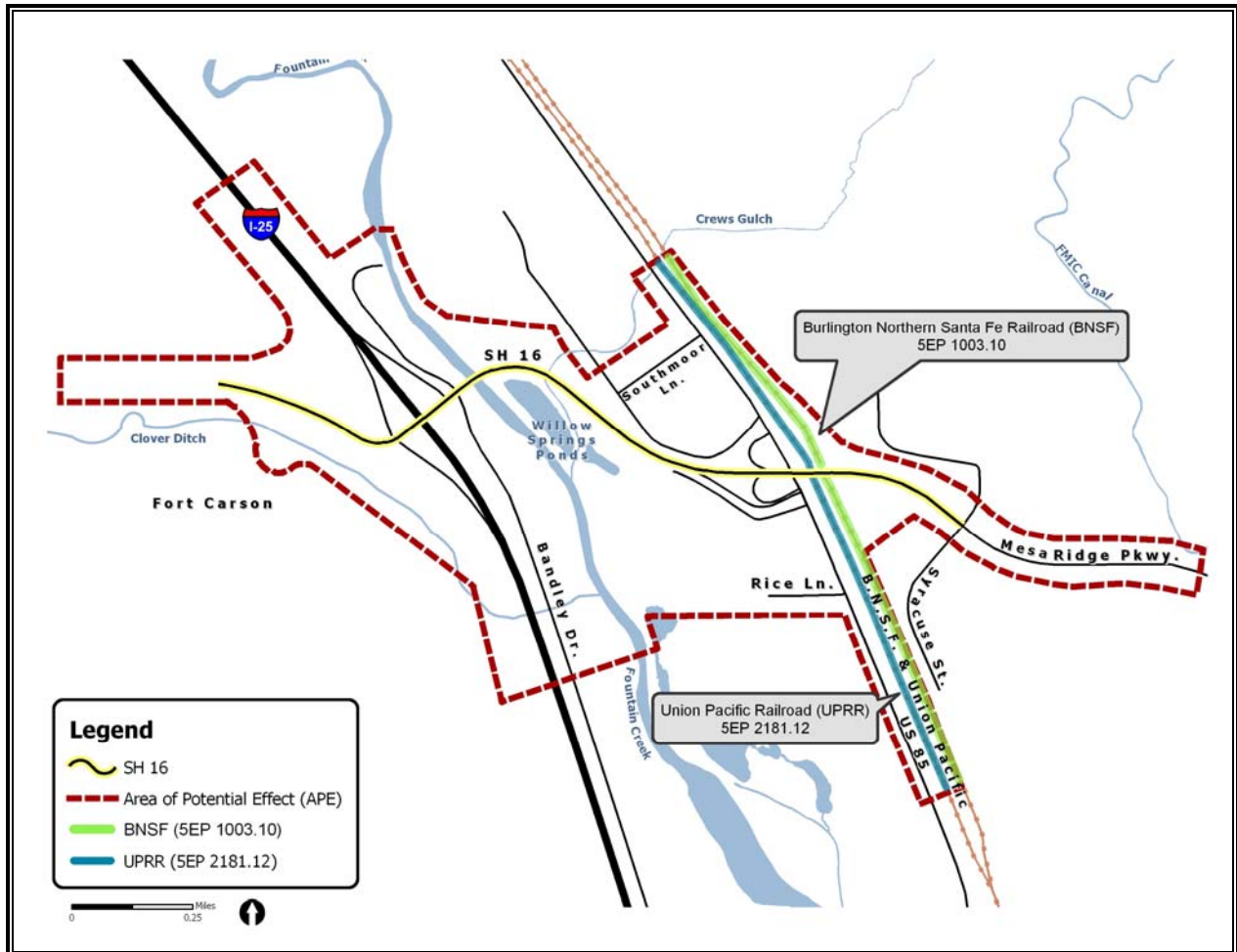
\* The following codes show the reason for a Not Eligible (NE) determination.

H = No known historical associations

A = No significant architecture

Alt = Building has lost integrity due to alternations and/or additions.

**Figure 1**  
**Historic Resources in the Study Area**



**Burlington Northern Santa Fe (BNSF) Railroad (5EP1003.10)**

The survey recorded a one-mile segment of the BNSF Railroad from the southern edge of a concrete bridge/culvert in NE/SE Section 30, T15S-R66W southeastward to 328 feet southeast of Mesa Ridge Parkway, along with two sidings and a communications relay box. The railroad line is a standard gauge railroad track and bed, and has also been owned by the Denver and Santa Fe Railroad and by the Atchison, Topeka and Santa Fe Railroad. The railroad bed was originally constructed in 1878 and was the first standard gauge railroad built along the Colorado high plains to connect the Front Range and the rest of the southern United States. This segment of the railroad is similar to other segments of this railroad that have been determined to be eligible for

nomination to the NRHP as a contributing element of the historic railroad. The current segment is therefore recommended to be eligible as a contributing element of the historic resource.

### **Union Pacific (UP) Railroad (5EP2181.12)**

The survey also recorded a one-mile segment of the Union Pacific Railroad running parallel to and approximately 82 feet from the BNSF Railroad line. The railroad line is a standard gauge railroad track and bed, and has also been known as the Denver and Rio Grande Railroad and the Denver and Rio Grande Western Railroad. The railroad was originally constructed between 1870-1872 as a narrow gauge track, but converted to standard gauge in 1902. This segment is similar to other segments of the railroad that have been determined to be eligible for nomination to the NRHP because of the railroad's importance in general patterns of development and commerce in Colorado. The current segment is therefore recommended to be eligible as a contributing element of the historic resource.

## **ARCHAEOLOGICAL RESOURCES**

On August 28, 2002, the Colorado Department of Transportation (CDOT) Staff archaeologist conducted an on-the-ground archaeological survey within that portion of the APE to be directly affected. The Area of Potential Effect (APE) is estimated at 484 acres; however, the survey was limited to only 182.6 acres of the total APE because of the completion of previous cultural resource investigations, land disturbance associated with commercial and residential development, and previous highway construction. No archaeological resources were identified. The archaeological clearance is included in Chapter 10.0 of the EA, Agency Correspondence.

## **HISTORIC AND ARCHAEOLOGICAL RESOURCES IMPACTS**

### **No-Action Alternative**

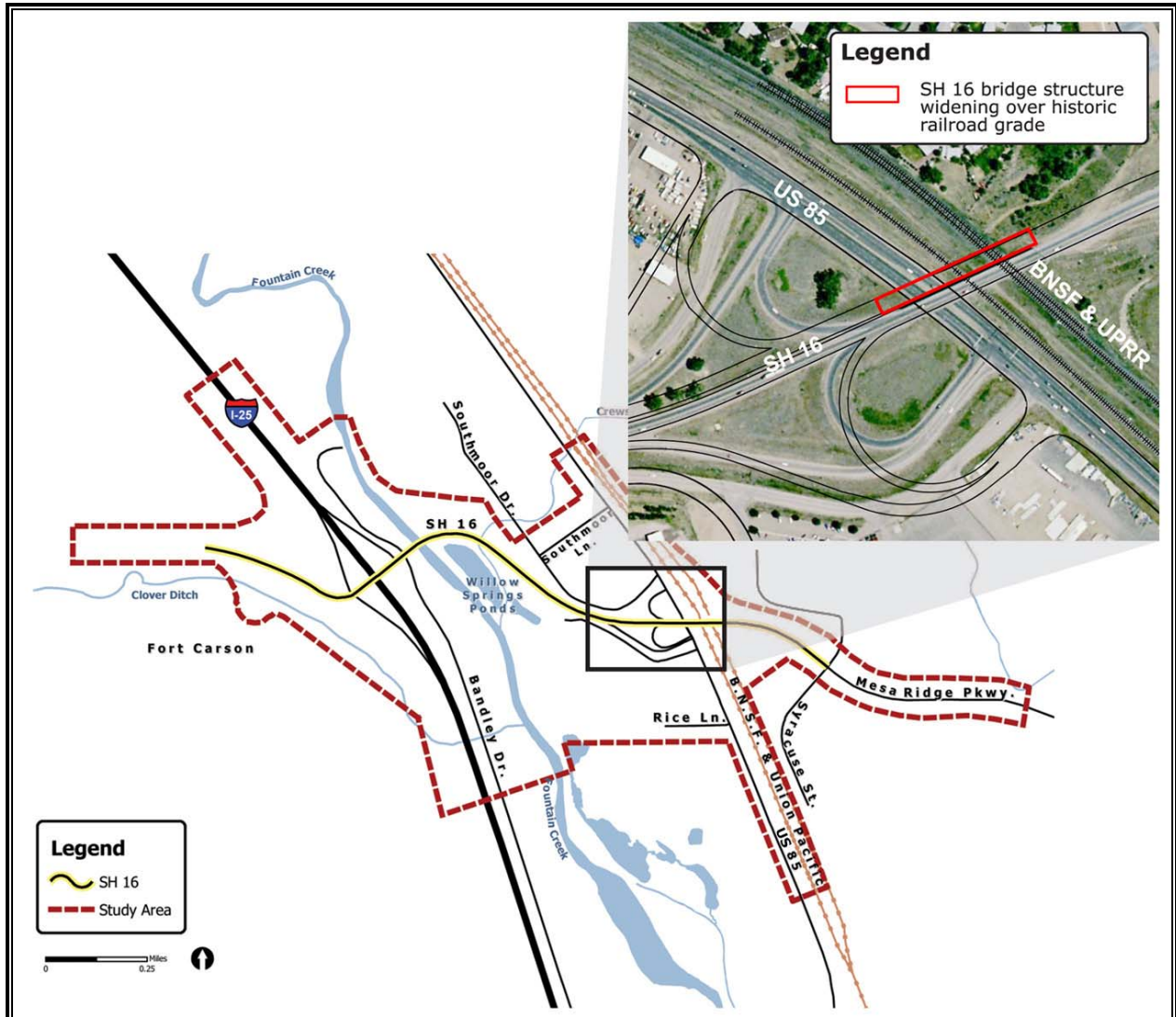
The No-Action Alternative would not have an adverse effect on any historic or archaeological resources eligible for listing on the NRHP.

### **Proposed Action**

The Proposed Action involves the construction of a new bridge over the BNSF and UP Railroads, both eligible to the NRHP. Both railroad lines extend underneath SH 16 near the east end of the project. The railroad tracks run parallel to each other and are about 82 feet apart. The Proposed Action will widen SH 16 from two lanes to four lanes. A new two-lane, four-span companion structure over the railroads will be built to the

north of the existing bridge to accommodate west bound traffic. The configuration of the new bridge will mirror the existing bridge as shown in **Figure 2**.

**Figure 2**  
**Location of SH 16 Improvements and Historic Railroads**



Conceptual plans for the new bridge indicate it will be approximately 424.3 feet long and 45 feet wide. The new bridge will have a 23.5 foot clearance over the tracks, and will have three sets of piers with a crash wall between the piers that run along the railroad tracks. The construction of the new bridge will occupy land within the historic

boundaries of the eligible railroad properties but will not affect the rail grades or alignment of the rail lines. Although the construction of the new bridge will involve the introduction of a new visual element to these railroads, it will not diminish the qualities that make them eligible for the NRHP.

Construction related impacts would be temporary and would include increased dust, dirt, and traffic during construction. These impacts would not affect the historic significance of the two sites.

On September 28, 2006, CDOT submitted an eligibility and effects determination for review by the State Historic Preservation Office (SHPO). The SHPO concurred with the “no adverse effect” finding in correspondence dated October 10, 2006.

El Paso County was also afforded an opportunity to comment on the eligibility and effects determinations in CDOT correspondence dated October 2, 2006, but did not respond within the 30-day review period.

Copies of the SHPO and CDOT letters referenced above are included in Chapter 10.0 of the EA, Agency Correspondence.

## **HISTORIC AND ARCHAEOLOGICAL RESOURCES MITIGATION**

### **Historic Resources**

Because the Proposed Action would result in “no adverse effect” to the historic railroad properties, no mitigation is required under Section 106 of the National Historic Preservation Act.

### **Archaeological Resources**

In the event that archaeological materials are exposed during the construction process, all activity will be immediately suspended in the area of discovery. The CDOT Staff Archaeologist will be notified immediately so the materials can be evaluated in accordance with National Register of Historic Places criteria.

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