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U.S. 50 Corridor East



COLORADO
Department of
Transportation

U.S. 50 Corridor East Tier 1 Draft Environmental Impact Statement

Historic and Archaeological Resources Technical Memorandum

June 2016

Table of Contents

| Chapter | Pages |
|---|--------------|
| 1. Project Overview | 1 |
| 2. Resource Definition | 2 |
| 3. Applicable Laws, Regulations, and Guidance | 4 |
| 3.1. Antiquities Act of 1906 | 4 |
| 3.2. Historic Sites Act of 1935 | 4 |
| 3.3. National Historic Preservation Act of 1966 | 4 |
| 3.4. Archaeological and Historic Preservation Act of 1974 | 4 |
| 3.5. American Indian Religious Freedom Act of 1978..... | 5 |
| 3.6. Archaeological Resource Protection Act of 1979..... | 5 |
| 3.7. Native American Graves Protection and Repatriation Act of 1990 | 5 |
| 3.8. U.S. Department of Transportation Act of 1966, Section 4(f) | 5 |
| 3.9. Colorado Register of Historic Places Act | 5 |
| 3.10. Colorado Historical, Prehistorical, and Archaeological Resources Act of 1973 | 5 |
| 3.11. Certified Local Government Program | 5 |
| 4. Methodology | 6 |
| 4.1. Relevant Data or Information Sources | 6 |
| 4.2. Data Collection and Analysis Methodology..... | 7 |
| 4.3. Project Area..... | 9 |
| 4.4. Effects | 9 |
| 4.5. Mitigation Options | 10 |
| 4.6. Deliverables..... | 10 |
| 5. Existing Conditions | 11 |
| 5.1. Setting | 11 |
| 5.2. Prehistoric/Protohistoric Archaeological Background | 11 |
| 5.3. Historic Background | 16 |
| 5.4. Historic Properties Identified | 19 |
| 6. Effects | 27 |
| 6.1. No-Build Alternative | 27 |
| 6.2. Build Alternatives | 27 |
| 7. Mitigation Strategies..... | 36 |
| 8. References | 37 |
| Appendices | 41 |
| Appendix A. Resource Methodology Overview for Historic and Archaeological Resources | 43 |
| Appendix B. Abbreviations and Acronyms..... | 47 |

| | | |
|--------------------|---|-----------|
| Appendix C. | NRHP Eligibility Criteria..... | 49 |
| Appendix D. | U.S. 50 Tier 1 Section 106 Programmatic Agreement (PA) | 51 |
| Appendix E. | Historic Properties by Location | 61 |
| Appendix F. | Figures (F-1 through F-4)..... | 85 |

Tables

| | |
|--|----|
| Table 2-1. Terminology Used in the Historic and Archaeological Resources Technical Memorandum | 3 |
| Table 5-1. Prehistoric and Protohistoric Groups that Utilized or Occupied Southeastern Colorado..... | 14 |
| Table 6-1. Direct Effects to Historic Properties and Linear Resources by Location | 29 |

Figures

| | |
|---|----|
| Figure 1-1. U.S. 50 Tier 1 EIS Project Area | 1 |
| Figure 6-1. Build Alternatives Overview | 28 |

1. Project Overview

The U.S. 50 Corridor East Tier 1 Environmental Impact Statement (U.S. 50 Tier 1 EIS) was initiated by the project's lead agencies, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The purpose of the U.S. 50 Tier 1 EIS is to provide, within the framework of the National Environmental Policy Act of 1969 (NEPA), a corridor location decision for U.S. Highway 50 (U.S. 50) from Pueblo, Colorado, to the vicinity of the Colorado-Kansas state line that CDOT and the communities can use to plan and program future improvements, preserve right of way, pursue funding opportunities, and allow for resource planning efforts.

The U.S. 50 Tier 1 EIS officially began in January 2006 when the Notice of Intent was published in the *Federal Register*. The U.S. 50 Tier 1 EIS project area (Figure 1-1) is the area in which U.S. 50 Tier 1 EIS alternatives were assessed. This area traverses nine municipalities and four counties in the Lower Arkansas Valley of Colorado. The nine municipalities include (from west to east) the city of Pueblo, town of Fowler, town of Manzanola, city of Rocky Ford, town of Swink, city of La Junta, city of Las Animas, town of Granada, and town of Holly. The four counties that fall within this project area are Pueblo, Otero, Bent, and Prowers counties.

The project area does not include the city of Lamar. A separate Environmental Assessment (EA), the *U.S. 287 at Lamar Reliever Route Environmental Assessment*, includes both U.S. 50 and U.S. 287 in its project area, since they share the same alignment. The Finding of No Significant Impact (FONSI) for the project was signed November 10, 2014. The EA/FONSI identified a proposed action that bypasses the city of Lamar to the east. The proposed action of the *U.S. 287 at Lamar Reliever Route Environmental Assessment* begins at the southern end of U.S. 287 near County Road (CR) C-C and extends nine miles to State Highway (SH) 196. Therefore, alternatives at Lamar are not considered in this U.S. 50 Tier 1 EIS.



Figure 1-1. U.S. 50 Tier 1 EIS Project Area

2. Resource Definition

Under 36 Code of Federal Regulations (CFR) 800.16, historic properties are defined as any prehistoric or historic district, site, building, structure, or object eligible for inclusion in the National Register of Historic Places (National Register). Therefore, for the purposes of the U.S. 50 Tier 1 EIS, historic properties, both historic and archaeological, are defined as properties eligible or likely to be eligible for listing on the National Register.

The term “historic property” will be used when discussing both archaeological and historic resources. When discussing either archaeological or historic resources, the terms “archaeological resource” or “historic resource” will be used. The period of significance for this analysis has been identified as those properties that are 45 years old or older.

In identifying and assessing the significance of existing and potential historic properties, all properties in urban areas were evaluated for integrity, significance, or both, as well as for eligibility, using the National Register Bulletin: How to Apply the National Register Criteria for Evaluation (National Register Bulletin 15) and the State Register Bulletin: How to Apply the Nomination Criteria for the Colorado State Register of Historic Properties (State Register Bulletin 960). Criteria related to National Register Bulletin 15 are presented in Appendix C. However, properties in rural areas were identified and assessed based on a sampling of existing and potential historic properties observed during field reconnaissance surveys conducted along U.S. 50. A sampling was used to identify these resources due to the extent of the area surveyed (i.e., approximately 150 miles long by one to four miles wide) and the lack of access to some resources.

An *eligible* resource is one that has met the criteria for listing in the National Register. This is a *known* historic resource, or a resource that has been determined to be eligible for or has been listed in the National Register or the State Register of Historic Properties. Since new resources are identified all the time, these lists are constantly being updated. Therefore, it is likely that there are historically significant resources that have not yet been identified as eligible or listed.

While known historic resources are based on their existing *eligibility*, other resources were identified during a field reconnaissance. These resources were considered *field eligible*, which means that based on the data collected during the field reconnaissance effort, they may be eligible for listing in the National Register. These properties were evaluated based on eligibility criteria such as age, integrity, and significance. Although all resources that may be historic were evaluated based on age, in accordance with an agreement among the lead agencies and the State Historic Preservation Office, only a portion of the resources were evaluated for integrity, significance, or both. These determinations of National Register eligibility are preliminary; final determinations will occur during Tier 2 studies (U.S. 50 Tier 1 Section 106 PA 2007).

The resources identified for the U.S. 50 Tier 1 EIS (i.e., listed in this document) include both known historic resources and those that are field eligible (i.e., resources that may be eligible for listing in the National Register).

Definitions of terminology used in this technical memorandum are presented in Table 2-1. These definitions were developed in consultation with the lead agencies (CDOT and FHWA) and the State Historic Preservation Officer as part of the U.S. 50 Tier 1 Section 106 Programmatic Agreement (PA). The agreement was signed by the lead agencies, the State Historic Preservation Officer, and the consulting parties. A signed copy of the agreement is presented in Appendix D.

Table 2-1. Terminology Used in the Historic and Archaeological Resources Technical Memorandum

| Term | Definition |
|--|---|
| Area of potential effects for the U.S. 50 project area | Generally, the area within 1,000 feet of the existing U.S. 50 facility or within 1,000 feet of the Build Alternatives. The area of potential effects is divided into archaeological, urban, and rural areas of concern, with the archaeological area of concern encompassing the whole area of potential effects, the urban areas (generally including those areas within city or town limits or unincorporated community boundaries), and rural areas (including those areas outside these urban areas). |
| Area of concern | A focus area within an area of potential effects that looks at and evaluates historic resource types associated with a specific context of the area. The project's areas of concern are urban, rural, and archaeological. |
| Context study area | An area of appropriate size to establish a basic understanding of the historic built environment and its development. The context study area for the U.S. 50 Tier 1 EIS is defined as generally within one mile, but no more than five miles, on either side of the Arkansas River between the western and eastern boundaries of the project area. |
| Historic context | Describes the importance of a historic resource, its relationship through time with the events, people, and development of an area, and its relationship to other historic properties. |
| Historic contexts document | A summary of historic contexts found in the U.S. 50 project area. |
| Project communities | The following 13 jurisdictions within, in whole or in part, the project area: Pueblo County, Otero County, Bent County, Prowers County, the city of Pueblo, the town of Fowler, the town of Manzanola, the city of Rocky Ford, the town of Swink, the city of La Junta, the city of Las Animas, the town of Granada, and the town of Holly. |
| Project counties | The four counties crossed by the project area, including Pueblo County, Otero County, Bent County and Prowers County. |
| Project municipalities | The nine cities and towns within, in whole or in part, the project area, including the city of Pueblo, the town of Fowler, the town of Manzanola, the city of Rocky Ford, the town of Swink, the city of La Junta, the city of Las Animas, the town of Granada, and the town of Holly. |
| Rural historic built environment | With respect to the U.S. 50 project area, those historic buildings, structures, historic sites, objects, and districts located outside city boundaries. |
| Urban historic built environment | With respect to the U.S. 50 project area, those historic buildings, structures, historic sites, objects, and districts located within city boundaries. |
| Windshield reconnaissance survey | <p>A field survey that is a reconnaissance-level sample survey to assess the general presence or absence and likely presence or distribution of known historic-period built environment resources and of historic resource types. The windshield survey was completed in two parts, as follows:</p> <ul style="list-style-type: none"> • An “urban windshield reconnaissance survey” conducted in the urban area of concern within the area of potential effects • A “rural windshield reconnaissance survey” conducted in the rural area of concern within the area of potential effects |

3. Applicable Laws, Regulations, and Guidance

In addition to adhering to NEPA and its regulations (23 CFR 771), the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500–1508), and the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), the following laws, regulations, and guidance were followed during this analysis of historic and archaeological resources. They are described in more detail below.

- Antiquities Act of 1906
- Historic Sites Act of 1935
- National Historic Preservation Act of 1966
- Archaeological and Historic Preservation Act of 1974
- American Indian Religious Freedom Act of 1978
- Archaeological Resource Protection Act of 1979
- Native American Graves Protection and Repatriation Act of 1990
- U.S. Department of Transportation Act of 1966, Section 4(f)
- Colorado Register of Historic Places Act
- Colorado Historical, Prehistorical, and Archaeological Resources Act of 1973
- Certified Local Government program

3.1. Antiquities Act of 1906

This Act enables the setting aside and protection of “historic landmarks, historic and prehistoric structures and other objects of historic or scientific interest” (Antiquities 1906, sect 2).

3.2. Historic Sites Act of 1935

This Act expanded the role of the U.S. Department of the Interior in determining and protecting “historic and archaeological sites, buildings and objects” (Historic 1935, sect 1). A policy to protect nationally significant properties also was initiated, which included the National Historic Landmark program. The National Historic Landmark program recognizes the importance of sites and areas across the country, such as battlefields and mining districts, associated with our nation’s heritage.

3.3. National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966 mandates that all federal agencies must consider the effects of their projects and programs on historic properties listed or eligible for inclusion in the National Register. Section 106 of the Act requires federal agencies to take into consideration any effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. Section 110 of the Act protects National Historic Landmarks. Provisions of the Act are implemented through its associated regulations (36 CFR 800).

3.4. Archaeological and Historic Preservation Act of 1974

The Archaeological and Historic Preservation Act of 1974 requires the preservation of significant historical and archaeological data from loss or destruction. The Act also requires that the Secretary of the Interior be notified of any adverse effect on historic properties, and it requires a data recovery or mitigation program to be implemented as appropriate.

3.5. American Indian Religious Freedom Act of 1978

This Act requires federal agencies to evaluate their policies and procedures, in consultation with Native American traditional religious leaders, and make necessary changes to ensure that they protect and preserve Native American cultural and religious practices.

3.6. Archaeological Resource Protection Act of 1979

This Act supersedes the 1906 Antiquities Act. It requires that permits for archaeological investigations be obtained before excavating federal or Native American lands.

3.7. Native American Graves Protection and Repatriation Act of 1990

The Act requires consultation with appropriate Native American tribes for activities on federal lands before excavating or removing cultural items. Additionally, the Act provides for the repatriation of Native American remains and objects from federal agencies, federally assisted museums, and other repositories.

3.8. U.S. Department of Transportation Act of 1966, Section 4(f)

This Act protects historic properties from activities associated with transportation projects in certain circumstances.

3.9. Colorado Register of Historic Places Act

This Act mirrors the federal process related to the National Register and established a state interest in that federal process. It also encourages local governments to protect historic properties.

3.10. Colorado Historical, Prehistorical, and Archaeological Resources Act of 1973

Under this Act, “the state of Colorado reserves to itself title to all historical, prehistorical, and archaeological resources in all lands, rivers, lakes, reservoirs, and other areas owned by [political subdivisions] of the state” (Historical 1963, part 401(1)). The Act also defines what resources are covered under this law.

3.11. Certified Local Government Program

The Certified Local Government program is the result of the federal-state relationship mandated by the National Historic Preservation Act, which is designed to strengthen existing preservation programs and encourage development of new ones. Decision-making guidance at the local level is initiated with the Certified Local Government program.

4. Methodology

The U.S. 50 Corridor East project is a Tier 1 EIS. “Tiering” for this process means that the work involved will be conducted in two phases, or tiers, as follows:

- Tier 1—A broad-based (i.e., corridor level) NEPA analysis and data collection effort. The goal of Tier 1 is to determine a general corridor location (not a roadway footprint). Data sources will include existing quantitative data, qualitative information, or both. Mitigation strategies (not necessarily specific mitigation activities) and corridor-wide mitigation opportunities will be identified. Additionally, the Tier 1 EIS will identify sections of independent utility (SIUs) and provide strategies for access management and corridor preservation.
- Tier 2—A detailed (i.e., project level) NEPA analysis and data collection effort. The goal of Tier 2 studies will be to determine an alignment location for each SIU identified in Tier 1. The NEPA process will include in-depth project-level data collection and documentation. Tier 2 studies will provide project-specific impacts, mitigation, and agency concurrence for each proposed project.

Resource methodology overviews were developed to identify and document which resource evaluation activities would be completed during the Tier 1 EIS, and which would be completed during Tier 2 studies. These overviews are intended to be guidelines to ensure that the Tier 1 EIS remains a broad-based analysis, while clarifying (to the public and resource agencies) when particular data and decisions would be addressed in the tiered process.

These overviews were approved by FHWA and CDOT in 2005, and they were agreed upon by the resource agencies during the project’s scoping process between February and April of 2006.

Each overview summarizes the following information for the given resource:

- Relevant data or information sources—the types of corridor-level data that will be collected and the sources of those data
- Data collection and analysis methodology—how the data collection and analysis will be completed
- Project area—defined as one to four miles wide surrounding the existing U.S. 50 facility beginning in Pueblo, Colorado, at Interstate 25 (I-25) and extending to the Colorado-Kansas state line (resources will be reviewed within this area, and it is the same for all resources)
- Effects—the type(s) of effect(s) to be identified
- Mitigation options—how mitigation will be addressed
- Deliverables—how the activities above will be documented
- Regulatory guidance/requirements—a list of applicable laws, regulations, agreements and guidance that will be followed during the review of the resources

These overviews were used by the project’s resource specialists as guidelines to ensure that their activities were relevant to the Tier 1 decision (i.e., corridor location). As the resource specialists conducted their work, data sources or analysis factors were added or removed. The final actions of the resource specialists are described below. The resource methodology overview for historic properties (i.e., historic and archaeological resources) has been attached to this technical memorandum as Appendix A for reference only. Additionally, abbreviations and acronyms used in this report are listed in Appendix B.

4.1. Relevant Data or Information Sources

The following sources of data and information were used to identify historic properties for the U.S. 50 Tier 1 EIS:

- National Register database
- Colorado State Register of Historic Properties (State Register) database

- Colorado Office of Archaeology and Historic Preservation Compass database
- Colorado Historical Society Stephen Hart Library online catalog and databases
- Colorado Historic Bridge Inventory
- Historical maps from the *Historical Atlas of Colorado*
- Sanborn Fire Insurance maps for the period between 1867 and 1970
- Denver Public Library online catalog and Western History Department holdings
- Prospector online catalog
- County offices and historical societies in the project area
- Relevant county tax assessor databases
- Rocky Ford Carnegie Library holdings
- Local historic publications from museums and libraries in the project area
- Websites with information about historic resources in the project area
- Urban windshield reconnaissance survey photographs and documentation
- Rural windshield reconnaissance survey photographs and documentation
- U.S. Department of Agriculture aerial photography covering at least the project area
- Prehistoric summaries from existing historic contexts

Interviews also were conducted with local residents knowledgeable about area history. The following local individuals and staff members were interviewed or used as sources of information during this effort:

- Don Lowman—Otero County Museum employee
- Donna Abert—Rocky Ford resident and Otero County historian
- William Hodges—Rocky Ford Museum curator
- Charmaine Tripp—Las Animas city clerk
- Ron Davis—Arkansas Valley Community Center director and retired La Junta Middle School principal
- Max Smith—Big Timbers Museum staff
- Rick Kline—La Junta city manager
- Bub Miller—Otero County rancher
- Lee Handcock—Otero County rancher
- Norma Cannon—Otero County rancher
- Gary Hanagan—Otero County rancher
- Pat Campbell—Holly area local historian
- Crowley Museum staff
- Fowler Museum staff
- Otero County tax assessor's office staff

4.2. Data Collection and Analysis Methodology

This analysis of historic properties was conducted using a phased approach, as permitted under National Historic Preservation Act regulations (36 CFR 800) and as dictated by the U.S. 50 Tier 1 Section 106 Programmatic Agreement. Thus, this analysis is focused on "... establishing the likely presence of historic properties within the area of potential effects for each alternative" (NHPA 1966b, sect 800.4(b)(2)). The section below describes the tasks associated with this Tier 1 analysis. These discussions have been divided into the following categories because the data collection and analysis for each of these groups of resources was conducted differently.

- Urban area historic resources
- Rural area historic resources
- Archaeological resources
- Historic bridges

4.2.1. Urban Area Historic Resource Identification

Information about historic resources in the urban areas of concern within the area of potential effects was collected from the sources listed in Section 4.1. The list of resources that resulted from this effort was used

as the basis for an urban windshield reconnaissance survey. The survey was conducted in June 2006, September 2006, February 2007, and February 2008. It covered areas near the existing U.S. 50 facility in, or in close proximity to, the cities and towns located along the roadway (i.e., the urban area of concern). It includes all or part of the following project municipalities: Pueblo, Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Granada, and Holly. In addition, the unincorporated community of Hasty also was surveyed. The urban windshield reconnaissance survey was conducted by driving easily accessible public roadways to view representative resources that previous research suggested may be present.

During the urban windshield reconnaissance survey, all previously identified historic resources were re-evaluated, photographed, and documented, as appropriate. Also, additional resources that had not been previously identified were photographed and documented, as appropriate. The resources were photographed from the best vantage point publicly accessible at the time.

The resources documented during the urban windshield reconnaissance survey were evaluated for historic and architectural integrity, significance, or both. They also were evaluated for National Register eligibility (determined based on the National Register Bulletin 15). Field determinations of eligibility were made, and this information was documented, as well. The identified historic resources were located and mapped using a geographic information system (GIS) application.

4.2.2. Rural Area Historic Resource Identification

Information was collected from the sources listed in Section 4.1 regarding historic resources in the rural area of concern within the area of potential effects. The list of resources that resulted from this effort was used as the basis for a rural windshield reconnaissance survey. The survey was conducted in February and July of 2006, and covered areas within the area of potential effects not included in the urban windshield reconnaissance survey along U.S. 50.

The primary tool used to identify existing resource types was a field reconnaissance survey (i.e., rural windshield reconnaissance survey). During this survey, several previously recorded historic resources were observed and recorded for the project. Additionally, other rural area historic resource types were identified and documented.

This analysis does not include a comprehensive list of all the specific historic resources in the rural area of concern because:

- The area covered by the survey encompasses a 150-mile-long corridor, which makes a detailed summary of all existing historic resources extremely time-consuming and inefficient during Tier 1.
- Access to many portions of the rural area of concern within the area of potential effects is limited by a roadway system that is particularly incomplete and dispersed in the rural areas, making documentation of certain historic resources difficult or impossible without right-of-entry authorization.
- Farms and ranches typically consist of many acres of land, and some of the associated buildings or features are not always visible from U.S. 50 or connecting roads.
- The estimated build-out period for Tier 2 studies is decades—not months or years—which means that a detailed summary of all existing resources developed today would not be relevant for the majority of these Tier 2 studies.

This evaluation methodology was agreed to by the lead agencies and the State Historic Preservation Officer and is documented in the U.S. 50 Tier 1 Section 106 Programmatic Agreement. In accordance with this agreement, the rural windshield reconnaissance survey identified:

- Historic resource types within the rural area of concern within the area of potential effects
- The likelihood for the presence of potential historic properties within the rural area of concern within the area of potential effects
- Representative examples of the resource types located within the rural areas of concern within the area of potential effects

During the rural area windshield reconnaissance survey, a representative sample of potentially historic farm buildings, ranch buildings, outbuildings, canal sections, and roadside architecture was reviewed for National Register eligibility (determined based on the National Register Bulletin 15). The survey involved driving easily accessible public roadways to provide visual access to representative resources that research suggested may be present. The project area was surveyed as thoroughly as possible. However, not all areas were accessible.

The identified representative sample resources were documented appropriately. The locations of the representative resources were mapped using GIS technology and street addresses when available.

4.2.3. Archaeological Resource Identification

The following methodology was used to identify archaeological resources in the area of potential effects. The tools used to identify these resources were existing databases. A full list of sources is included in Section 4.1.

Prehistoric summaries were used to identify the prehistoric and ethnographic background existing within the archaeological area of concern. Additionally, the Colorado Office of Archaeology and Historic Preservation Compass database was searched for existing resources. A total of 1,663 sites, as well as their National Register eligibility status, were identified.

This analysis separates the identified resources into those that the State Historic Preservation Officer has determined are eligible for the National Register and those that need further review to determine their eligibility. The locations of all of the archaeological resources identified by this analysis were mapped using a GIS application, but these locations are not presented on the figures in Appendix F due to their sensitive nature.

4.2.4. Historic Bridge Identification

Historic bridges were identified using the most recent version of CDOT's Historic Bridge Inventory, which was completed in 2004.

4.3. Project Area

The project area for the U.S. 50 Tier 1 EIS has been defined as one to four miles wide surrounding the existing U.S. 50 facility and extending from Pueblo, Colorado, at I-25 to the Colorado-Kansas state line (Figure 1-1). The project area encompasses the study area limits, which is where the Tier 1 corridor alternatives considered by this project would be located.

The study area is 1,000 feet wide centered on the corridor alternatives, beginning on or near the existing U.S. 50 at I-25 in Pueblo, Colorado, and extending to just east of Holly, Colorado, in the vicinity of the Colorado-Kansas state line. The limits of the project were approved by the lead agencies and other project stakeholders during the U.S. 50 Tier 1 EIS's scoping activities.

4.4. Effects

The evaluation of effects will be conducted using a tiered approach, as allowed under National Historic Preservation Act regulations (36 CFR 800) and as dictated by the U.S. 50 Tier 1 Section 106 Programmatic Agreement. During this Tier 1 analysis, effects to historic and archaeological resources (as defined in Section 2.0) will be identified within the urban, rural, and archaeological areas of concern only (i.e., within the area of potential effects). Formal findings of effect for individual resources will not be made during Tier 1. These activities will occur during Tier 2 studies (U.S. 50 Tier 1 Section 106 PA).

This Tier 1 EIS identifies a 1,000-foot-wide corridor location within which a 250-foot (maximum) roadway footprint would be identified during Tier 2 studies. Therefore, the evaluation of effects included in this analysis uses the worst-case scenario (i.e., the largest number of properties that could possibly be affected). It should be noted that many of the properties identified within the Tier 1 Build Alternatives could be avoided

during future Tier 2 studies. Also, if the Build Alternatives are constructed, the portions of the existing highway that go through communities would remain in place to serve local needs even though they would no longer serve as U.S. 50.

Additionally, alternatives were developed for in-town and around-town areas. The in-town alternatives were developed to minimize corridor width and, therefore, effects to urban areas. This was done by establishing the width of the in-town alternatives as the same width needed for the roadway footprint. Therefore, for the in-town alternatives, avoidance of historic properties would not be possible. However, the around-town alternatives and between-town alternatives were developed to be 1,000 feet wide. Because the roadway footprint would only require roughly 250 feet (and possibly less), it is presumed that avoidance of historic properties could reasonably be achieved in the areas of the around-town and between-town alternatives during Tier 2 studies, when these footprints would be identified.

Effects have been assessed using a GIS application that shows the location of identified historic properties. Other historic properties may be identified during Tier 2 intensive-level surveys.

4.5. Mitigation Options

During consultations related to the U.S. 50 Tier 1 Section 106 Programmatic Agreement, CDOT and FHWA have committed to making “a good faith and reasonable effort to avoid, minimize, or mitigate effects to National Register listed, eligible, and likely eligible historic properties during all phases of planning and alternative screening at Tier 1” (U.S. 50 Tier 1 Section 106 PA, p. 5).

4.6. Deliverables

The following deliverables were produced for this review of historic properties:

- Historic and Archaeological Resources Technical Memorandum
- Historic Context Overview—This document provides an understanding of historic properties’ relationships through time in relationship to events, people, and developments and between each other. Information from this context document has been incorporated into this technical memorandum.
- Cultural Resources Reconnaissance Survey Report—This document provides a summary of the historic properties and resource types identified by the urban and rural windshield reconnaissance surveys. Information from this report also has been incorporated into this technical memorandum.

5. Existing Conditions

The existing conditions discussion for historic properties includes the area's general setting, archaeological background, historical background, and existing resources (i.e., historic and archaeological resources identified).

5.1. Setting

Southeast Colorado is in the geographic region called the High Plains, a sub-region of the Great Plains in the central United States. The High Plains region includes eastern Colorado, western Kansas, western Nebraska, central and eastern Montana, eastern New Mexico, western Oklahoma, northwestern Texas, and southeastern Wyoming. From east to west, the High Plains rises in elevation from around 2,500 feet to more than 6,000 feet.

The plains are characterized by gently rolling hills to flat terrain, with occasional buttes or other rocky outcrops, wide variations in temperature, low variable precipitation (10-20 inches), low humidity, and considerable wind. Most of the area is located at an elevation of about 3,500 feet with an average of 315 days of sunshine.

The project area begins in the transition zone between the High Plains and the Rocky Mountain environment in Pueblo County and extends east to Otero, Bent, and Prowers counties in the south-central High Plains portion of the Great Plains in the Arkansas River Valley.

5.2. Prehistoric/Protohistoric Archaeological Background

Throughout the history of the southeastern plains of Colorado, the changes in the environment were a primary reason for the variation in adaptations by cultural groups living in the area. The changes in the environment are primarily a result of variation in temperature and rainfall within the region. These changes affect the extent of grass and browse vegetation that would occur and thus what species and populations of game animals would inhabit the region. Within the southeastern area of Colorado, environmental reconstruction, based on pollen analysis and geological evidence, has been done on a site-specific basis. At present, there has been little effort to develop a state-wide synthesis. However, Greiser (1980) and Wood (1972) have summarized and adapted the work of Bryson et al. (1970) for the Northwestern Plains (see Roper et al. 1983). Their work can serve as a rough approximation of the changes that have taken place in the climate of the area beginning in the terminal Pleistocene and extending into the present.

Cultural chronologies correspond to changes in the environment through the subsequent adaption of cultural groups. These adaptations resulted in changes to tool assemblages and projectile morphology. Projectile points and tool assemblages are the primary temporal indicators at pre-ceramics sites and offer a relative dating technique. These particular tools change with the adaptations of cultural groups to available resources that varied according to environmental conditions. In addition, water is a critical resource and its prevalence and availability would also vary with environmental changes. Wetter periods may have also meant greater availability of water and increased usage of the area by the prehistoric groups. Awareness of the environmental changes and corresponding cultural chronologies of the area helps in predicting what prehistoric cultural resources may be encountered.

5.2.1. Paleo-indian Period

The earliest known period of culture history within southeastern Colorado is that of Paleo-indian, which has come to signify hunting and gathering adaptations of the late Pleistocene and early Holocene. Dates of this period are generally accepted to be 11,500 before present (B.P.) to approximately 9,000 B.P. The hunting and gathering of megafaunal animals such as mammoths and bison (*Bison bison occidentalis* – northern bison variant) have come to characterize this period. This big-game hunting adaptation is evident in the archeological record and consists largely of kill or butchering sites (Frison 1991). Large lanceolate projectile

points are often found at these sites in association with the skeletal remains of now-extinct megafauna. Whether this is evidence of active hunting or the butchering of already wounded or dead animals is open for debate (Rowe 2002).

Because every group of hunter-gatherers known to cultural anthropologists makes use of at least some small game and plants, archeologists assume that the Paleo-indians must have done the same (Chartkoff and Chartkoff 1994; Rowe 2002). They may have made some use of certain widespread species of small game, rabbits, lizards, and tortoises, for example, and probably made use of widespread plant species that did not require specialized technology for harvesting or processing. However, there is little evidence of small game or plant use among Paleo-indians, which is why most archeologists believe they were primarily big-game hunters (Chartkoff and Chartkoff 1994).

Environmentally, the Paleo-indian period corresponds to the Late Glacial, Pre-Boreal, and Boreal climatic episodes. Overall, this period is marked by warming and cooling trends associated with the continental and mountain glaciers. These episodes mark the end of the Pleistocene and the beginning of the Holocene. Pollen data suggest an abrupt change in climate occurred, marked by a decline of effective moisture and greater seasonal variability (Greiser 1980). This resulted in drastic alterations of plains vegetative patterns and the loss of the last browse vegetation. Extinction of the Pleistocene megafauna, which was well underway during the Late Glacial, was accelerated and species diversity was greatly reduced.

5.2.2. Archaic Period

Paleo-indians gradually shifted into the Archaic period around 9000 B.P. (years before present). The Archaic is characterized by small bands of people employing a variety of hunting and gathering activities. The change from the Paleo-indian lanceolate and stemmed points to the Archaic side-notched types appears to have been abrupt and easily detectable in the archeological record (Frison 1991). In the southeastern area of Colorado, recent investigations reveal a subsistence system with an emphasis on plant processing and small game. The Early Archaic period dates from about 7000–9000 B.P. With the extinction of numerous large mammal species and the possible reduction in population size of others, human groups during this time frame were forced to adopt a more varied hunting and gathering subsistence pattern to survive. With the collapse of the large mammal species, there is an apparent reduction of human occupation of southeastern Colorado (Lutz and Hunt 1979).

The hallmark of the Middle Archaic period is a hunting lithic tool kit consisting of numerous manos, mortars, and other grinding tools. There is evidence that there is an increased reliance on wild plant foods during the Middle Archaic. This is evident by an increase in ground stone artifacts and the occurrence of rock-filled hearths or roasting pits, which may have served to cook either vegetal or animal materials (Frison 1991). Most sites along the Arkansas and Cimarron Rivers are open encampments in areas with a great variety of vegetation. The taking of larger animals for subsistence increased during this time period as the number of larger prey animals, including bison, rebounded on the plains as the grasslands recovered from the drought conditions of earlier periods. Southwest of the project area, on the Chaquaqua Plateau, diagnostic dart points include Abasolo, Trinity, Pandale, and Travis forms (Eighmy 1984). Observed sites that are located between the Purgatoire and Apishapa Rivers include point assemblages such as the lanceolate McKean point style and the related Duncan, Hanna, and Mallory point types (Frison 1991).

By about 3000 B.P., the Late Archaic is marked by new cultural manifestations that replaced the Middle Archaic complex. The first of these manifestations is a series of dart points resembling Yarborough, Ellis, Edgewood, Palmillas, Shumla, and Marcos styles that are relatively common during the Late Archaic (Eighmy 1984). Another manifestation is an increasing abundance of ground stone implements. The emergence of ground stones, combined with site location data, imply extensive foraging activity orientated more toward the canyons. However, the subsistence economy remained much as it had been during the middle Archaic period with generalized large to small mammal and rodent hunting. In the Purgatoire/Apishapa area, sites continue to be found in a variety of environmental zones.

The Archaic period corresponds to the Altithermal climatic episode (Antevs 1948, 1955), which is described as spring dominant storms, as well as the decline in the water table and plant cover. Consequently, a significant increase in erosion and arroyo cutting occurred in the Altithermal climatic episode (Albanese

1980, 1982). By 7000 B.P., the short-grass prairie plains appear to have reached their eastern maximum due to lower effective moisture. This lower effective moisture allowed a xerophytic desert community dominated by sage brush, juniper, and the occasional mesquite to invade the area. Faunal remains recovered from archeological contexts on the plains seem to indicate a general reduction in animal populations and the intrusion of desert-adapted species. By 4700 B.P., during the Sub-Boreal phase, the dry conditions that prevailed during the Atlantic phase of the Altithermal appear to have moderated. A southerly shift in winter and summer frontal zones at about 3500 B.P. resulted in a general cooling trend on the plains. This was followed by another warming trend, which produced climatic conditions similar to those of the present (Greiser 1980). As a result, the area distribution of grasslands assumed their modern configuration and fauna present on the plains was composed of modern species.

5.2.3. Late Prehistoric Period

The Late Prehistoric period is marked by the wide spread adoption of the bow and arrow and the appearance of ceramics. During this period, communal hunting techniques such as game drives and arroyo traps seem to have increased in number. Dietary protein from meat consumption appears to have risen due to these communal hunts. However, there was little change in the lifeways of these people from the preceding Archaic period; both followed a traditional hunting and gathering subsistence strategy. Unlike many other areas of the Southwest cultural area, southeastern Colorado never developed a truly sedentary lifestyle based on horticulture (Krieger 1946). This may have been a result of unpredictable rainfall within this area of the Great Plains.

The Late Prehistoric period is also marked by the emergence of ceramic usage. The type and style of ceramics is an indicator that the peoples of the area were trading with the Pueblo cultures of the southwest for food, i.e., maize. Maize was probably transported in ceramic vessels into southeastern Colorado, which was then planted. As a result, a semisedentary/seminomadic lifestyle developed to adapt to trade with the Pueblo culture and maintain seasonal crops during the year. Two phases of ceramic usage in this area have been proposed: the Early Ceramic and Middle Ceramic (Campbell 1976).

The Early Ceramic (2000–1000 B.P.) is indicated by the use of cordmarked, conoidal-shaped ceramic vessels (Cassels 1983). However, many of the dart types of the Late Archaic are still used in the Early Ceramic to continue hunting large or small mammals and rodent game (Cassels 1983). Scallorn, Alba, Young, Fresno, and Huffacker are dart points that can be associated with the correlative Early Ceramic phase around 500 B.P. (Eighmy 1984). The appearance of an increased number of ground stones also parallels the emergence of ceramics during this period. Observed from site assemblages, the use of ground stone technology greatly increase, which may indicate the introduction of maize horticulture. Maize was probably introduced into the region by way of long range trade with the Ancestral Pueblos of the southwest (LeBlanc 1999).

During the Middle Ceramic phase (1000–450 B.P.), the use of ceramics continue to spread into the plains area, evidence of which is found in ceramic artifacts discovered along the Arkansas and Cimarron Rivers. The correlative projectile points that are characteristic of this phase are Washita and Reed (Eighmy 1984; LeBlanc 1999). Campbell (1976) and others related this material to an Apishapa Focus/Phase within a larger unit called the Panhandle Aspect. The Apishapa Focus was thought to be an outgrowth of the Graneros and the ancestors of the Antelope Creek Complex. However, studies suggest that the Apishapa and Antelope Creek complexes were actually contemporaries (Lintz 1978). These blended cultures appear to have adopted characteristics of the Pueblo to the southwest with aspects of the Great Plains.

By 500 B.P., this area of Colorado, Oklahoma, and Texas was basically abandoned as local peoples migrated into different areas (Brooks 2004; Winship 1904). The reason for this abandonment of the area is still subject to debate. Several causes have been theorized by archaeologists. The theories range from human-created environmental degradation, drought conditions causing agriculture to become increasingly infeasible, to new migratory tribes exerting stress on already fragile local cultures (Brooks 2004).

Table 5-1 provides a basic context for the cultural history of the array of prehistoric and protohistoric groups that used or occupied the region. This information also describes the general characteristics of their cultural traits.

Table 5-1. Prehistoric and Protohistoric Groups that Utilized or Occupied Southeastern Colorado

| Period/ Group(s) | Approximate Time Span | Traits |
|--|---|--|
| Comancheros/ Ciboleros (Hispanic traders and buffalo hunters) | A.D. 1780s–A.D. 1870s | The lives of the Hispanic settlers in New Mexico have been considered only recently in the history and ethnohistory of the southern High Plains. Archaeologically, even less consideration has been given to this group. These individuals did, however, play an important part in the Plains economy before the arrival of the Anglo American in the 1820s. This role continued through the American occupation and into the 1870s. |
| Cheyenne/ Arapaho | A.D. 1810–A.D. 1870 | New groups moving into the Colorado High Plains and Front Range country were the Cheyenne and Arapaho. Although the early history of these two tribes is not well detailed, these Algonquian-speaking groups are known to be previously horticultural village people who entered the Plains from the shores of the Great Lakes and the upper Mississippi Valley. The Arapaho came from the valley of the Red River and entered the Plains before the Cheyenne, who arrived later and entered from somewhat farther south. |
| Ute | A.D. 1750–A.D. 1868 | The Ute were of Shoshonean linguistic stock. Their home range was located immediately to the south of the Comanche in the area that extended from the Colorado Front Range on the east to Utah's Oquirrh Mountains on the west. They traditionally held areas west of the Front Range, but their hunting range extended well onto the Plains, depending in large part on their relationship with the group(s) currently inhabiting that area. Before 1700, the Ute hunted the eastern Colorado plains with the Jicarilla Apaches and they hunted as far south as the Texas panhandle. |
| Comanche | A.D. 1720s–A.D. 1870s | In the early years of the 18th century, the Apache populations of the Colorado and Kansas Plains gave way to the invading Comanche. The Comanche, of Shoshonean linguistic stock, were first documented in 1705 when the Spanish reported them trading in Taos. |
| Historic Native American Groups | A.D. 1720s–A.D. 1870s | Cheyenne, Arapahoe, Ute, Comanche, and other historic Native American groups used and occupied the Plains during this period. |
| Late Prehistoric Stage 1,850–225 B.P. (A.D. 100–A.D. 1050) | Protohistoric Period 500–225 B.P. (A.D. 1450–A.D. 1725) | Apachean groups span the time from the initial contact between the Spanish and the Plains Indians to the initiation of regular contact between the Native Americans of the Arkansas Valley and the Spanish colonies in New Mexico, ca. ^b 1750. The Dismal River economy was based primarily on bison, deer, and beaver hunting and secondarily on the cultivation of corn and squash. This period includes Dismal River aspect pottery, trade wares from northeastern New Mexico and Euro-American trade goods, which includes iron, brass and glass beads, iron axes and scrapers, and copper and brass conical tubular objects. |
| | Diversification Period 900–500 B.P. (A.D. 1050–A.D. 1450) | The Plains Village pattern developed during the Middle Ceramic period, predominantly on the prairie-plains of eastern North Dakota through central Oklahoma and into the Texas Panhandle. Material traits of the Middle Ceramic period include globular cordmarked pottery, diamond-shaped alternately beveled knives, small side-notched and unnotched projectile points, drills, scapulae hoes, bone awls, beads, and stone elbow pipes. |

| Period/ Group(s) | Approximate Time Span | Traits |
|--|---|---|
| | Developmental Period (A.D. 100–A.D. 1050) | Mountain glaciation resumed and major alluviation occurred on the plains. Although a hunting-foraging lifestyle persisted throughout the region, distinctive traits developed and/or adopted from other cultural groups mark the appearance of the Early Ceramic period. Traits associated with the Early Ceramic period include the appearance of cordmarked pottery and small, corner-notched arrow points, the widespread appearance of architecture, and perhaps incipient agriculture. |
| Archaic Stage (7,800–1,850 B.P.) (A.D. 100) | Late Archaic Period (3,000–1,850 B.P.) (A.D. 100) | Groups during this period continued to practice a subsistence strategy based on both hunting and foraging. A noticeable increase in the amount of ground and pecked-stone artifacts in Late Archaic period sites, when compared to the amounts in earlier periods, suggests a rise in the importance of vegetal food processing. In hunting, small mammals such as jackrabbits, cottontail rabbits, and prairie dogs also appear to have increased in importance compared to large mammals. |
| | Middle Archaic Period (5,000–3,000 B.P.) | This period represents continued changes with groups moving onto the Plains and the interior montane basins. |
| | Early Archaic Period (7,800–5,000 B.P.) | This stage marks the beginning of the Altithermal drought. Large shallow side-notched and some large corner-notched projectile point types are characteristic of the known Early Archaic sites located in mountain-foothill areas and along mountain slopes. |
| Paleo-indian Stage (11,500 B.P.- 7800 B.P.) | Pre-Clovis Period (11,500 B.P.) | Relatively large, occasionally fluted, lanceolate projectile points are found in association with large extinct Pleistocene animals, including mammoth, bison, and camel, as well as some extant species, such as elk, deer, and bear. |
| | Clovis Period (11,500–10,950 B.P.) | |
| | Folsom Period (10,950–10,250 B.P.) | |
| | Plano Period (10,250–7,800 B.P.) | |

B.P.=before present (i.e., before 1950)

Ca.=circa

Sources: Carrillo 2004, Carrillo 2006, Church 2007, Carter and Mehls 2006, Kenner 1969, Zier and Kalasz 1999

Similar to the limited information available about known ethnohistoric and archaeological records associated with Hispanic peoples in the area, southeastern Colorado’s historic-period archaeological record is also not completely known. However, due to the presence of several recorded historic-period archaeological sites, and documentation of rural and urban occupancy patterns and lifeways, such an undocumented record undoubtedly exists in many areas. This record may include

- Santa Fe Trail-related artifacts or remnant features,
- Artifact scatters associated with temporary camps created by people engaged in the cattle industry,
- Railroad or canal construction camps,
- remnants of military activities (such as those present at Bent’s Old Fort and Fort Reynolds) through to the Korean War era, and

- Deposits within current cities that reflect residential, commercial, public, and industrial urbanization patterns and lifeways.

These known and undiscovered historic-period archaeological resources may complement the documentary record and contribute important information that will enhance our understanding of the area's cultural history.

5.3. Historic Background

The Arkansas River Valley was first explored by the Spanish and the French in the 17th and 18th centuries. In 1803, the area became part of the Louisiana Purchase and soon thereafter, in 1806, Lieutenant Zebulon Pike was sent to the area to explore the United States' new land purchase. In 1820, the region was visited by a second group of Americans as part of the "Yellowstone Expedition" led by Major Stephen H. Long, who labeled the Great Plains as the Great American Desert. Resource types associated with this time period would include forts, trails, and outpost locations. While there are no known historic properties associated with Spanish settlements in the project area, these types of sites have been identified as a data gap in the Colorado southern frontier historic context (Carter and Mehls, 2006). Thus, if they are found, these resources would be considered important.

A portion of the Santa Fe Trail, a transportation route most heavily used between the 1820s and 1870s, is located in the project area. It generally follows the Arkansas River in Colorado and crosses what is now southeast Colorado, connecting Missouri with Santa Fe, New Mexico. When it was established, it was an international trade route between the United States and Mexico, and then served as an invasion route in 1846 during the Mexican-American War. It has been designated the Santa Fe National Historic Trail by the National Park Service and as a National Scenic Highway by the U.S. Department of Transportation because of its archaeological, historic, natural, recreational, and scenic qualities. In 2009, Colorado Preservation, Inc., identified the trail as one of the state's most endangered places (Colorado Preservation, Inc. 2009). In the project area it roughly follows the route of U.S. 50 from La Junta to the Kansas border. Resource types related to the trail would include ruts and markers.

During the period from 1832 to 1856, a number of trading and trapping posts and small settlements were established along the Arkansas River. At the time, Bent's Fort (Fort William) was the most prominent trading post in the project area. It was strategically located between fur trappers in the Rockies, traders on their way to Santa Fe, and the Cheyenne, Arapaho, and Kiowa Indians who hunted in the area. Other important historic sites dating to the settlement period of the 1860s are the Boggsville Historic Site (1850s to 1870s) and the archaeological sites of Las Animas City (ca. 1869 to 1876) and early Granada. Historic archaeological sites from this period include the site of Fort Reynolds (ca. 1867 to 1868), located between Pueblo and Fowler. The early fort—one of a chain of military installations to protect the frontier and provide provisions—no longer exists, but it is of archaeological interest for the historic information it could provide.

The region was not settled during the initial westward migration, in part because of the designation of the area as a "desert." Early immigrants did not settle in this area, but headed instead to the Oregon Territory and California to what was referred to as the "promised land." However, by the late 1850s, after travelers along the Oregon and Santa Fe trails and the building of the transcontinental railroad had increased knowledge of the area, emigrants began to look at this area for open-range ranching.

As the gold booms failed between 1860 and 1880, an agricultural regional community developed in southeastern Colorado. Towns like Pueblo, Lamar, La Junta, and Las Animas were established as agricultural service centers. Ranching and farming sustained the economy of the region. General William Jackson Palmer's Denver and Rio Grande Railroad competed against the Atchison, Topeka and Santa Fe and Kansas Pacific railroads to lay lines through southeastern Colorado, thereby connecting it with New Mexico and the Midwestern states. The Atchison, Topeka and Santa Fe reached Pueblo in 1876, following the Arkansas River from Dodge City, Kansas, and passing through and increasing the regional significance of La Junta and Las Animas. Today, the BNSF Railway operates on this route.

Colorado became a territory on February 28, 1861, but not with the boundary lines it has today. Much of the eastern plains were in the Kansas Territory, while the southern plains were in the New Mexico Territory. On

September 9, 1861, laws were enacted creating the 17 original counties of Colorado. Four counties, not all of them part of this original 17, cross the project area, including Pueblo, Otero, Bent, and Prowers.

Open-range ranching was one of the earliest styles of ranching in the area. It was made possible by the millions of acres of pasture in southeastern Colorado that produced food for livestock. Herds of cattle were brought to Colorado on a number of different trails (i.e., the Goodnight-Loving and Dawson trails). John Wesley Prowers brought 600 head of cattle from Missouri in 1863. His operation was the first to house resident range cattle in the region, but by the mid-1860s, there were more than 100,000 head of cattle in the area concentrated along the Arkansas River (Carter, 2006 p 63). The Prowers Homestead, located approximately two miles south of U.S. 50 near Lamar, is an example of an early settlement ranch site.

The Homestead Act of 1862 required a maximum filing fee of \$16 on 160 acres of land and proof of living on the land and making substantial improvements for a minimum of five years. This act resulted in the introduction of farming to the region. Prior to the Homestead Act, some property (e.g., Boggsville, Bent Ranch, and others) located on the south side of the Arkansas River was obtained through the four-million-acre Vigil-St. Vrain Mexican Land Claim of 1843. Land claims approximating 200,000 acres were granted to petitioners through the U.S. courts, and the remaining property was integrated into the Homestead Act. No single act had more effect on the Great Plains than the Homestead Act of 1862. It brought tens of thousands of settlers to the region, which replaced the prairie grasses with grain and built homes. Soon after, barbed wire, windmills, dryland farming methods, and irrigation led to the spread of agriculture on the plains. Ranching and agriculture became the economic mainstays of the region and this continues to the present.

The arrival of rail service, along with the Homestead Act, encouraged agricultural activity in the area. Smaller towns like Holly, Granada, Swink, Rocky Ford, Manzanola, and Fowler owe their existence to the arrival of the railroad at the end of the 19th century. Urban settlement expanded as towns incorporated, and served the growing agricultural industry as irrigable lands became available through the use of canals and irrigation systems. Rural agricultural crop production and related urban processing industries (onions, melons, sugar beets, and seed propagation), along with other urban manufacturing industries, soon followed, encouraging an influx of immigrants to work the fields and manufacturing plants. Railroad historic resource types—including depots, warehouses, lumberyards, and railroad-related hotels—are found in several communities along the corridor.

In 1909, an expanded Homestead Act was passed, which allotted 320 acres in the areas with little rainfall and less irrigation, generally referred to as dryland areas. Claims were allowed for 640 acres in stock range country through the Stock Raising Act of 1916. This second wave of homesteaders led to an era of modern technology and agri-business. Some farm and ranch buildings survive in the project area dating from claims that resulted from the Homestead and Stock Raising Acts, such as the farmhouse at 2050 U.S. 50, near Rocky Ford.

By 1932, the land on the Great Plains had been over-tilled, and droughts and hot winds hit the region, resulting in devastating dust storms. The effect of the droughts, combined with the effects of the Great Depression, forced many farmers in the area off the land. Franklin D. Roosevelt's New Deal recovery programs to preserve family farms helped restore southeastern Colorado and encouraged a slow recovery through direct relief. Numerous examples of these New-Deal-era historic resource types are found along the U.S. 50 corridor, including improvements to cemeteries in La Junta and Hasty, gymnasiums in Holly and Granada, parks such as the La Junta City Park, and recreational facilities such as the Fowler Community Pool.

With the advent of automobiles and trucks at the turn of the 20th Century, regional rail routes lost popularity to move goods, people, and services. The Good Roads Movement rallied for legislation to improve state and county roads across the nation. With an improved highway system, not only was the movement of goods and services improved by a transportation system that allowed more flexibility in responding to regional industrial and commercial needs, but a new industry was born—auto tourism. Gas stations, roadside cafes, and hotels popped up along a newly improved U.S. 50 roadway through southeastern Colorado. Although tourism and recreational activity are increasing along the corridor, the main economic activity of southeastern Colorado continues to be agriculture and light manufacturing.

World War II (1939-1945) brought an end to New Deal programs, but the region's economy was boosted with the influx of military training camps, airfields, and related jobs. From 1942 to 1946, the Granada Relocation Center (also known as Camp Amache), a wartime relocation center for Japanese-Americans, was established near Granada in the project area. After the war, some industries were established in the corridor, leading to new employment opportunities and helping to strengthen the economy of the area. However, in late 2005, Neoplan USA closed its bus manufacturing plant in Lamar, and in February 2006, La Junta's Bay Valley Foods, formerly the Dean Pickle plant, shut down. World War II property types have been found along the corridor from Pueblo to Holly, including, but not limited to, military barracks from relocated bases in Pueblo and La Junta that were reused as warehouses, or even homes. Remnants of a German and Italian prisoner-of-war camp exist in Las Animas. Buildings moved from Camp Amache have been found in Holly, Granada, and La Junta.

The history of water and its use and need in the Arkansas Valley has been a defining issue since the area was opened for settlement. All canals and their associated features are considered eligible for the National Register. There are 27 ditches and canals in the project area.

Today, U.S. 50 serves as the major east-west transportation corridor in southeastern Colorado. The facility links 10 municipalities and four counties, and serves as the main route for moving goods, services, and people in the region.

The city of Pueblo is the largest municipality in the project area and serves as the Pueblo County seat. Most of the municipalities in the project area are located in Otero County, including Fowler, Manzanola, Rocky Ford, Swink, and La Junta. La Junta is the second largest city in the project area and serves as the Otero County seat. It also serves as a regional center for retail, agricultural activities, and manufacturing. Las Animas is another regional center along the corridor and serves as the Bent County seat. The easternmost county in the project area is Prowers County, which is home to Granada and Holly. Population figures for each municipality have been presented in this analysis (see Table 5-2). Since 2000, populations in the communities east of Pueblo have actually declined (2010 Census).

Table 5-2. Populations of the Project Municipalities

| Jurisdiction | County | Population (2010) |
|--------------|---------|-------------------|
| Pueblo | Pueblo | 106,595 |
| Fowler | Otero | 1,182 |
| Manzanola | | 434 |
| Rocky Ford | | 3,957 |
| Swink | | 617 |
| La Junta | | 7,077 |
| Las Animas | Bent | 2,410 |
| Granada | Prowers | 517 |
| Holly | | 802 |

Source: 2010 Census

Along the U.S. 50 corridor, residential and commercial development occurred largely before 1960. Current statistics show that 56 percent of the development in Pueblo County occurred before 1960; in Otero County, 71 percent; in Bent County, 70 percent; and in Prowers County, 63 percent (Pueblo County Assessor 2006, Otero County Assessor 2006, Bent County Assessor 2006, Prowers County Assessor 2006). The historic integrity of the Main Street district in the nine towns has been impacted by late-1960s and 1970s application of aluminum siding and other alterations, although most of the commercial buildings are in good condition. Residential development generally spread south from the commercial district areas. Industrial and manufacturing buildings generally are found along the railroad or on the outskirts of towns, nearby to U.S. 50. Limited labor housing is located in and around the industrial and manufacturing areas. Historic buildings and structures found in the corridor are representative of each community's development and its past and present economic activity, including the now-dormant sugar beet factories and food manufacturing plants (e.g., Dean Pickle plant, Oliver Manufacturing plant, Hollar Seeds building, and Griffin-Holder wholesale warehouse).

5.4. Historic Properties Identified

For the purpose of the U.S. 50 Tier 1 EIS, historic resources are considered either linear or non-linear. Linear resources are those that are typically long and narrow. Some examples of linear historic resources in the area of potential effects are the BNSF Railway, Santa Fe National Historic Trail, and irrigation canals and ditches. Non-linear resources are historic properties (or historic resources) located at a specific site or place, such as a public building or house, bridge, or historic district. (Historic properties include both historic and archaeological sites, and historic resources only include historic sites.)

This analysis identified a total of 423 historic properties and 30 linear resources in the area of potential effects. Details about these resources are presented in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E.

Due to the nature of linear resources, each one was only counted as one resource regardless of the length of the resource. All of the linear resources were treated as field eligible (for the National Register) for the purposes of the U.S. 50 Tier 1 EIS. During Tier 2 studies, these resources will be surveyed and evaluated for National Register eligibility.

The identified historic properties were divided into National Register categories, including:

- National Historic Landmark
- National Register listed
- State Register listed
- Determined officially eligible by the keeper of the National Register
- Determined field eligible by the surveyor or through prior surveys
- Needs data as identified by the state of Colorado's Compass database
- Nationally recognized trail (National Trail)

The 423 historic properties identified by this analysis break out into the following categories:

- 20 were identified as National Historic Landmark, National Register, or State Register listed
- Seven were identified as officially eligible
- 384 were identified as field eligible
- 12 were identified as needing data

Key Definitions

“Historic property” is used when discussing both historic and archaeological resources.

“Historic resource” is used when the discussion only includes historic resources (not archaeological).

“Archaeological resource” is used when the discussion only includes archaeological resources (not historic).

The following sections discuss by location the historic properties (i.e., historic resources and archaeological resources) and linear historic resources identified by this analysis, including their National Register eligibility. The locations of the historic resources (linear and non-linear) are presented on maps located in Appendix F. Archaeological resources are not shown on these maps to protect their locations and safeguard these fragile resources from potential harm.

5.4.1. Section 1: Pueblo

This analysis identified 45 historic resources and two linear resources located in this portion of the area of potential effects, which includes portions of both the city of Pueblo and Pueblo County. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figures F-1 through F-3, located in Appendix F.

The historic resources identified include a potential post-World War II subdivision, residences representing a number of architectural styles, churches, a movie theater, commercial and light industrial businesses, among others. All of these historic properties are located along or near U.S. 50 between I-25 and milepost 322.

All of the 45 historic resources identified have a National Register eligibility status of field eligible.

Linear resources identified in this portion of the area of potential effects include a railroad and a ditch.

5.4.2. Section 2: Pueblo to Fowler

The area between Pueblo and Fowler can be considered primarily rural. Most of the historic resource types are related to farming. This analysis identified 18 historic properties (seven archaeological and 11 historic resources) and three linear resources in this portion of the area of potential effects. Details about these resources are presented in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each historic resource is shown in Figure F-4, located in Appendix F.

The 11 historic resources identified are located in three groupings. The resources located near milepost 329 include three bridges—the U.S. 50 bridges over Chico Creek (eastbound and westbound spans) and the Ordnance Depot Road interchange over U.S. 50. Another group of resources located between milepost 332 and milepost 335 includes two farms and a bridge. The resources located between milepost 344 and milepost 346 include six buildings associated with farms, one ranch, and the U.S. 50 bridge over the Rocky Ford Highline Canal.

Seven archaeological resources were identified. One of them is a district that is the site of Fort Reynolds, a late 19th-century military fort associated with the Santa Fe National Historic Trail. Another site is the Huerfano Colony (5PE.814).

National Register eligibility status for the properties identified in this area is as follows: National Register (1), officially eligible (1), field eligible (10), and needs data (6). The National Register listed resource is the U.S. 50 bridge over the Huerfano River (5PE.302). The U.S. 50 bridge over the Rocky Ford Highline Canal has been officially determined eligible for the National Register (i.e., officially eligible).

Linear resources identified in this portion of the area of potential effects include a railroad, a ditch, and a canal.

5.4.3. Section 3: Fowler

This analysis identified 43 historic resources and four linear resources located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figures F-5 and F-6, located in Appendix F.

The 43 historic resources identified include businesses (11), residences (22), a potential historic district (1), churches (3), the Fowler Santa Fe railroad depot (5OT.292), buildings owned or operated by the town

government (4), and a cemetery (1). One of the businesses is a 1950s-style restaurant that relates to U.S. 50's development. Government resources include the municipal pool, administration office building (housing the fire department, town hall, and public library), Fowler City Park (and water tower), and Fowler High School.

National Register eligibility status for the historic resources identified in this area is as follows: officially eligible (1) and field eligible (42). The Fowler Santa Fe train depot (5OT.292) has been officially determined eligible for the National Register.

Linear resources identified in this portion of the area of potential effects include a railroad, a ditch, and two canals.

5.4.4. Section 4: Fowler to Manzanola

The area between Fowler and Manzanola is predominantly agricultural and ranch lands. Thus, most of the historic resource types in this area are related to farming. This analysis identified two historic resources and four linear resources located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figure F-7, located in Appendix F.

The historic resources identified are the U.S. 50 bridge over the Otero Canal and the Kuhn site. The Kuhn site includes a house and agricultural outbuildings. Both of these resources are field eligible.

Linear resources identified in this portion of the area of potential effects include a railroad and an associated trestle and two canals.

5.4.5. Section 5: Manzanola

This analysis identified 27 historic resources and four linear resources located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figure F-8 through Figure F-9, located in Appendix F.

The 27 historic resources identified include businesses (9), residences (13), churches (2), the Manzanola Santa Fe railroad depot (5OT.421), and buildings owned or operated by the town government (2). The government resources include an armory (designed by noted Colorado architect John James Huddart) and Manzanola High School (and public library). One of the businesses is an early railroad-related hotel, which has now been converted into a church. A residence near the hotel was built by the railroad to house the district railroad superintendent. These resources are related to the early railroad building era. Another identified historic resource is a seed company building (now abandoned), which is representative of the early 19th-century seed propagation industry. This type of facility is still important to the corridor's agricultural-based economy.

National Register eligibility status for the historic resources identified in this area is as follows: National Register (1) and field eligible (26). The National Register resource is the Manzanola Santa Fe train depot (5OT.421).

Linear resources identified in this portion of the area of potential effects include a railroad and an associated trestle and two canals.

5.4.6. Section 6: Manzanola to Rocky Ford

The area between Manzanola and Rocky Ford is predominantly agricultural and ranch lands. Thus, most of the historic resource types in this area are related to farming. This analysis identified two historic resources and three linear resources located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1

(Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figure F-10, located in Appendix F.

One of the identified historic resources is a building ruin located near milepost 363, where the community known as Vroman was once located. The other historic resource is an abandoned residence located south of U.S. 50 between milepost 363 and milepost 364. Both of these historic resources are field eligible.

Linear resources identified in this portion of the area of potential effects include a railroad and two canals.

5.4.7. Section 7: Rocky Ford

This analysis identified 70 historic properties (one archaeological and 69 historic resources) and two linear resources located in this portion of the area of potential effects. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each historic resource is shown in Figures F-11 through F-12, located in Appendix F.

The 69 historic resources identified include businesses (28), historic districts (2), residences (30), buildings or facilities owned or operated by the town government (3), the Rocky Ford Santa Fe railroad depot (1), a church (1), the U.S. 50 bridge over the Rocky Ford Canal (1), and rural resources (3). The Western Sugar Company complex has been identified as a potential historic district. The following government resources were identified:

- Welcome Center Park—This park, and the obelisk located in it, is associated with the early automobile travel industry.
- Post office—This building includes a Works Progress Administration-era mural.
- Carnegie Public Library (5OT.193)—This building was constructed with a grant from philanthropist Andrew Carnegie.
- Arkansas Valley Fairgrounds—This is one of the oldest fairgrounds in Colorado.

A number of the identified resources are related to the early seed propagation and sugar beet industries. Rocky Ford has long played an important agri-business role in the region, state, and nation. Other resources are representative of the early railroad and early automobile travel industry eras. One of the best examples of barn architecture is located in this area just east of milepost 366. The two historic districts are associated with the sugar beet factory and the fairgrounds.

The archaeological resource is located on the property of a residence in downtown Rocky Ford.

National Register eligibility status for the properties identified in this area is as follows: National Register (5), State Register (1), officially eligible (1), needs data (1), and field eligible (62). The National Register properties are the J.H. Price House (5OT.112), the First Baptist Church, the Carnegie Public Library (5OT.193), and the Arkansas Valley Fair Grounds historic district (5OT.457). The SR property is the Grand Theater (5OT.577). The Rocky Ford Santa Fe depot has been officially determined eligible by the National Register.

Linear resources identified in this portion of the area of potential effects include a railroad and a canal.

5.4.8. Section 8: Rocky Ford to Swink

This analysis identified one historic resource located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. This resource is the U.S. 50 bridge over Timpas Creek. More detail about it can be found in Table E-1 (Historic Properties), located in Appendix E. The location of this resource is shown in Figure F-13, located in Appendix F.

5.4.9. Section 9: Swink

This analysis identified 15 historic resources and one linear resource located within this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these

resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figures F-13 and F-14, located in Appendix F.

The 15 historic resources identified include a business that is currently vacant (1), residences (6), buildings owned or operated by the town government (4), a rural resource (1), a U.S. 50 CDOT pump house (1), the BNSF Railway overpass (over U.S. 50) (1), and a migrant housing complex(1). The defunct business was the former sugar beet processing plant for the Holly Sugar Company. It was important for its role in the region's and state's sugar beet industry. This company has a strong history of operation in many of the communities along U.S. 50. The government resources include the town hall, post office, municipal water tower, and a New Deal school gym. Other resources of interest include the Mary Yagamis farmstead (located near County Road 24 in the southern portion of the rural area of concern within the area of potential effects), Mary's Fruit Stand (located at the intersection of County Road 24 and U.S. 50), and a migrant workers' housing complex (located at the intersection of County Road 24 and the railroad tracks). All 15 historic resources identified in this area are field eligible.

A railroad is the only linear resource identified in this portion of the area of potential effects.

5.4.10. Section 10: La Junta

This analysis identified 84 historic resources and five linear resources located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figures F-15 through F-17, located in Appendix F.

The 84 historic resources identified include businesses (23), residences (53), churches (3), buildings owned or operated by the town government (2), a canal tunnel (1), bridges (1), and a cemetery (1). One of the business sites, the former Dean Pickle plant, has been identified as a potential historic district. The government resources include the post office (5OT.94) and the municipal water plant. In the rural area south of La Junta, there is a stone house.

As an agricultural and railroad center, La Junta has numerous resources related to this history. Residential styles represent the various decades of construction and economic development in the city. Works Progress Administration-era property types can be found at the municipal pool, cemetery, City Park, and the Otero Junior College. Only remnants of the railroad hub's rail yard remain, although related industry types still exist, such as feed and supply companies and mill and elevator companies. The largest variety of commercial property types can be found in La Junta, including adobe construction in east La Junta.

The bridge identified is the U.S. 50 bridge over the Otero Canal.

National Register eligibility status for the historic resources identified in this area is as follows: National Register (1), State Register (1), and field eligible (84). The National Register resource is the La Junta Post Office (5OT.94) and the State Register resource is the Kit Carson Lounge (5OT.468).

Linear resources identified in this portion of the area of potential effects include a railroad and an associated resource, the Santa Fe Trail and an associated resource, and a canal.

5.4.11. Section 11: La Junta to Las Animas

The area between La Junta and Las Animas is predominantly agricultural and ranch lands. This analysis identified eight historic properties (five archaeological resources and three historic resources) and five linear resources located in this portion of the area of potential effects. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each historic resource is shown in Figure F-18, located in Appendix F.

The historic resources include a district encompassing Bent's Old Fort National Historic Site (5OT.149) and the bridges (eastbound and westbound) over the Thompson Arroyo. The archaeological sites include the Sandhill site (5OT.141) and the Prairie Dog site (5OT.534).

National Register eligibility status for the historic properties identified in this area is as follows: officially eligible (1), needs data (2), and field eligible (5). The resource that has been officially determined eligible for the National Register is the Bent's Old Fort National Historic Site district (5OT.149).

Linear resources identified in this portion of the area of potential effects include a railroad, the Santa Fe Trail, a canal, and two ditches.

5.4.12. Section 12: Las Animas

This analysis identified 50 historic resources and five linear resources located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each resource is shown in Figures F-19 through F-21, located in Appendix F.

The historic resources identified include businesses (12), residences (27), churches (4), buildings owned or operated by the town government (4), the Las Animas Santa Fe railroad depot (5BN.415), a historic district (1), and a segment of the old U.S. 50 roadway (1). The government resources include the post office, the Bent County Fairgrounds, the Bent County Courthouse and Jail (5BN.99), and the Bent County High School grounds and cottages (5BN.382). The city contains an important historic district (5BN.544) in the downtown area. Other resources of interest include Jenkins Auto, an Art Moderne stucco building (one of the best examples of auto-related buildings in the project corridor), and a portion of the old U.S. 50. The Kit Carson Museum (5BN.475) is also located in the city, part of which is housed in a World War II prisoner-of-war barracks. Property types in Las Animas represent early fraternal organizations, mid-20th-century auto sales businesses, varying church architectural styles, and a variety of residential architectural styles.

The Columbian Elementary School (5BN.381) was recently razed to make way for a new elementary school. The school was listed on the National Register. Since it was razed, it is not included in the total resource count above.

National Register eligibility status for the historic resources identified in this area is as follows: National Register (3), State Register (3), officially eligible (2), and field eligible (42). The National Register resources are the Las Animas Christian Church (5BN.449), the Bent County Courthouse and Jail (5BN.99), and the Las Animas post office. The State Register resources are the Graham House (5BN.453), the King Solomon Lodge (5BN.452), and the Las Animas Santa Fe train depot (5BN.415). The Las Animas downtown historic district (5BN.544) and the Bent County High School and cottages (5BN.382) have been officially determined eligible for the National Register.

Linear resources identified in this portion of the area of potential effects include a railroad, the Santa Fe Trail, the Arkansas River levee, and two ditches.

5.4.13. Section 13: Las Animas to Lamar

The area between Las Animas and Lamar can be considered primarily rural. This analysis identified 16 historic properties (one archaeological and 15 historic resources) and nine linear resources located in this portion of the area of potential effects. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each historic resource is shown in Figures F-22 and F-23, located in Appendix F.

The 15 historic resources identified include the Hasty post office (5BN.389), farmsteads and barns (8), bridges (3), and other buildings (3). The bridges are the U.S. 50 crossings over the McCrae Arroyo, Limestone Creek, and an unnamed draw. The archaeological resource is a segment of the Santa Fe National Historic Trail (5BN.391).

All of the 16 historic properties identified have a National Register eligibility status of field eligible.

Linear resources identified in this portion of the area of potential effects include the Santa Fe Trail, six ditches, an element associated with one of the ditches, and a canal.

5.4.14. Section 14: Lamar to Granada

The area between Lamar and Granada is predominantly a ranching and dryland farming area. This analysis identified four historic properties (one archaeological and three historic resources) and three linear resources located in this portion of the area of potential effects. Details about these resources can be found in Table E-1 (Historic Properties) and Table E-2 (Linear Resources), located in Appendix E. The location of each historic resource is shown in Figure F-24, located in Appendix F.

The three historic resources identified include the Roosevelt School, a farmstead, and the U.S. 50 bridge over Willow Creek. These resources are located on or near U.S. 50. The archaeological resource is the Carlton town site (5PW.47).

National Register eligibility status for the properties identified in this area is as follows: needs data (1) and field eligible (3).

Linear resources identified in this portion of the area of potential effects include a railroad and two canals.

5.4.15. Section 15: Granada

This analysis identified nine historic properties (one archaeological and eight historic resources) and three linear resources located in this portion of the area of potential effects. Details about these resources can be found in Table E-1 (historic properties) and Table E-2 (linear resources), located in Appendix E. The location of each historic resource is shown in Figures F-25 and F-26, located in Appendix F.

Significant historic resources identified include the XY Ranch headquarters and Camp Amache (5PW.48). Camp Amache is located southwest of the town and served as a Japanese internment camp during World War II. The camp is representative of World War II-era and military property types. Other historic resources identified include a mill and an elevator, which constitute an agricultural property type. The archaeological resource identified is the Granada town site (5PW.49).

National Register eligibility status for the properties identified in this area is as follows: National Historic Landmark (1), needs data (1), and field eligible (7). The National Historic Landmark property is Camp Amache (5PW.48). The site includes a contributing archaeological resource, which is a water storage site (5PW.103) associated with the camp. Camp Amache and this contributing archaeological resource have been counted in this analysis as one historic property.

Linear resources identified in this portion of the area of potential effects include a railroad and two canals.

5.4.16. Section 16: Granada to Holly

The area between Granada and Holly is predominantly a ranching and dryland farming area. This analysis identified four historic resources and three linear resources within this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these resources can be found in Table E-1 (historic properties) and Table E-2 (linear resources), located in Appendix E. The location of each resource is shown in Figure F-27, located in Appendix F.

The four historic resources identified include a residence, Gateway Downs, and two bridges. The bridges are the U.S. 50 bridge over Granada Creek and the BNSF Railway overpass of U.S. 50.

All four historic resources identified have a National Register eligibility status of field eligible.

Linear resources identified in this portion of the area of potential effects include a railroad, a ditch, and a canal.

5.4.17. Section 17: Holly

This analysis identified 21 historic resources and three linear resources located in this portion of the area of potential effects. There are no known identified archaeological resources in this area. Details about these

resources can be found in Table E-1 (historic properties) and Table E-2 (linear resources), located in Appendix E. The location of each resource is shown in Figure F-28, located in Appendix F.

The 21 historic resources identified include businesses (5), residences (6), churches (2), buildings owned or operated by the town government (3), the Holly Santa Fe railroad depot (5PW.73), and rural resources (4). The government resources include Shanner Elementary School, the town hall (and public library) (5PW.175), and the Holly Gymnasium, which is a Works Progress Administration-era gymnasium. Two of the identified resources are the town's mill and grain elevators, which are agricultural property types. The Holly barn located south of the railroad line near Vinson Street is one of the best examples of a historic barn in the area of potential effects.

National Register eligibility status for the historic resources identified in this area is as follows: National Register (3), officially eligible (1), and field eligible (17). The National Register resources are the Holly Santa Fe railroad depot (5PW.73), the Holly Gymnasium, and the Holly City Hall and Library (5PW.175). The Holly barn has been officially determined eligible for the National Register.

Linear resources identified in this portion of the area of potential effects include a railroad, a ditch, and the Santa Fe Trail.

5.4.18. Section 18: Holly Transition

The area between Holly and the Kansas state line is predominantly a ranching and dryland farming area. This analysis identified two historic properties (one archaeological and one historic resource) and four linear resources in this portion of the area of potential effects. Details about these resources can be found in Table E-1 (historic properties) and Table E-2 (linear resources), located in Appendix E. The location of each historic resource is shown in Figure F-29, located in Appendix F.

The historic resource is the Hadley rest area, which is associated with the automobile travel industry and CDOT. The archaeological resource identified is the Trail City town site (5PW.53).

The Hadley rest area has been identified field eligible to the National Register, and the Trail City town site has a National Register eligibility status of "needs data."

Linear resources identified in this portion of the area of potential effects include a railroad, a ditch, a canal, and the Santa Fe Trail.

6. Effects

The following sections discuss the potential of the No-Build Alternative and Build Alternatives to effect historic properties or linear historic resources.

6.1. No-Build Alternative

Under the No-Build Alternative, only minor and isolated construction would occur. Routine maintenance and repairs would be made as necessary to keep U.S. 50 in usable condition, including standard overlays and repairs of weather- or crash-related damage. Additionally, smaller scale improvements may be undertaken, such as short passing lanes and other minor safety improvements.

Since routine maintenance and repairs are conducted on the existing highway, these activities would not directly affect historic properties or linear historic resources. Smaller-scale improvements have the potential to affect resources located directly adjacent to the highway; however, few resources are located in these areas.

Historic properties and linear historic resources currently experience indirect effects from U.S. 50, including traffic noise, visual intrusion, and other proximity effects. These indirect effects will continue to affect these resources in the future.

6.2. Build Alternatives

The Build Alternatives consist of constructing a four-lane expressway on or near the existing U.S. 50 from I-25 in Pueblo, Colorado, to approximately one mile east of Holly, Colorado. There are a total of 30 Build Alternatives. In Pueblo, three Build Alternatives are proposed that either improve U.S. 50 on its existing alignment and/or reroute it to the north to utilize SH 47. East of Pueblo, the remaining 27 Build Alternatives are divided into nine between-town alternatives and 18 around-town alternatives. The nine between-town alternatives improve U.S. 50 on its current alignment, with the exception of near Fort Reynolds, where there is an alternative to realign the roadway to the south. The 18 around-town alternatives propose relocating U.S. 50 from its current through-town route at Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Granada, and Holly. Figure 6-1 provides an overview of the Build Alternatives as proposed.

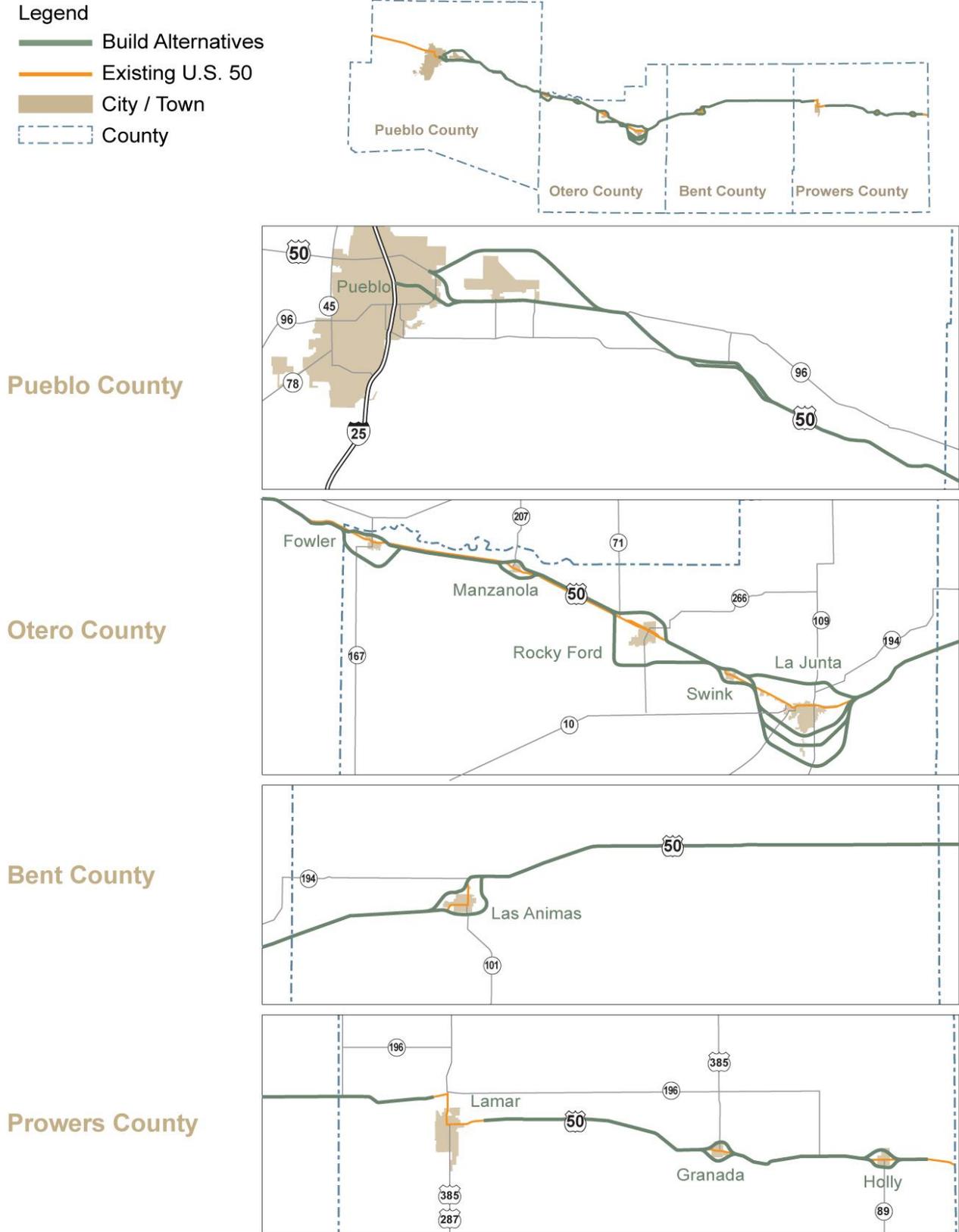


Figure 6-1. Build Alternatives Overview

Direct and indirect effects resulting from the Build Alternatives are discussed below.

6.2.1. Direct Effects

An identified resource was considered directly affected if any part of the feature (for linear resources) or property (for non-linear resources) was located within the 1,000-foot wide alternative. Efforts will be made to avoid these resources during Tier 2 studies when the location of the 250-foot-wide roadway footprint is determined. It should be noted that effects to historic properties (i.e., non-linear resources) will be easier to avoid than effects to linear resources.

A summary of direct effects to identified historic properties and linear resources is presented in Table 6-1. The locations of the properties and resources relative to the U.S. 50 Tier 1 EIS Build Alternatives are presented in Figure F-1 through Figure F-29, located in Appendix F.

Table 6-1. Direct Effects to Historic Properties and Linear Resources by Location

| Section | Build Alternatives (if more than one) | Site Number ^a | Description | Type of Resource | National Register Eligibility ^b |
|-----------------------------|---|----------------------------------|--|------------------|--|
| Section 1: Pueblo | Alternative 1: Pueblo Airport North | Linear | BNSF Railway | Historic | FE |
| | | Linear | Excelsior Ditch | Historic | FE |
| | Alternative 2: Pueblo Existing Alignment | Linear | BNSF Railway | Historic | FE |
| | | District | Belmont Post-WWII subdivision | Historic | FE |
| | | a-22 | U.S. 50 bridge over Dry Creek (eastbound) | Historic | FE |
| | | a-23 | U.S. 50 bridge over Dry Creek (westbound) | Historic | FE |
| | Alternative 3: Pueblo SH47 Connection | Linear | BNSF Railway | Historic | FE |
| Section 2: Pueblo to Fowler | Alternative 1: Fort Reynolds Existing Alignment | c-10 | U.S. 50 bridge over Huerfano River | Historic | NR |
| | | c-6, c-7, c-14, c-15, c-16, c-17 | (6) Farms/Ranches | Historic | FE |
| | | c-13 | Rocky Ford Highline Canal Bridge | Historic | OE |
| | | c-2 | U.S. 50 bridge over Chico Creek (westbound) | Historic | FE |
| | | c-3 | U.S. 50 bridge over Chico Creek (eastbound) | Historic | FE |
| | | c-4 | U.S. 50 underpass, Ordnance Depot Road interchange | Historic | FE |

| Section | Build Alternatives (if more than one) | Site Number ^a | Description | Type of Resource | National Register Eligibility ^b | |
|-----------------------------|--|-----------------------------|--|-----------------------------|--|----|
| | | District | Fort Reynolds District | Historic/ Archaeological | FE | |
| | | Linear | BNSF Railway | Historic | FE | |
| | | Linear | Excelsior Ditch | Historic | FE | |
| | | Linear | Rocky Ford Highline Canal | Historic | FE | |
| | | Linear | Oxford Farmers Ditch | Historic | FE | |
| | | c-11, c-5, c-8, c-9 | (4) Archaeological Sites | Archaeological | (4) ND | |
| | Alternative 2: Fort Reynolds Realignment | c-13 | U.S. 50 bridge over Rocky Ford Highline Canal | Historic | OE | |
| | | c-2 | U.S. 50 bridge over Chico Creek (westbound) | Historic | FE | |
| | | c-3 | U.S. 50 bridge over Chico Creek (eastbound) | Historic | FE | |
| | | c-4 | U.S. 50 underpass, Ordnance Depot Road interchange | Historic | FE | |
| | | c-6, c-14, c-15, c-16, c-17 | (5) Farms/Ranches | Historic | FE | |
| | | Linear | BNSF Railway | Historic | FE | |
| | | Linear | Excelsior Ditch | Historic | FE | |
| | | Linear | Rocky Ford Highline Canal | Historic | FE | |
| | | Linear | Oxford Farmers Ditch | Historic | FE | |
| | | c-11, c-5, c-8, c-9 | (4) Archaeological Sites | Archaeological | (4) ND | |
| | Section 3: Fowler | Alternative 1: Fowler North | d-33 | Two-story foursquare house | Historic | FE |
| | | | Linear | BNSF Railway | Historic | FE |
| | | | Linear | Otero Canal | Historic | FE |
| Alternative 2: Fowler South | | Linear | Rocky Ford Highline Canal | Historic | FE | |
| | | Linear | Oxford Farmers Ditch | Historic | FE | |

| Section | Build Alternatives (if more than one) | Site Number ^a | Description | Type of Resource | National Register Eligibility ^b |
|---|---------------------------------------|--------------------------|----------------------------------|------------------|--|
| Section 4: Fowler to Manzanola | --- | Linear | BNSF Railway | Historic | FE |
| | | e-1 | U.S. 50 Bridge over Otero Canal | Historic | FE |
| | | Linear | Catlin Canal | Historic | FE |
| | | Linear | Otero Canal | Historic | FE |
| Section 5: Manzanola | Alternative 1: Manzanola North | Linear | BNSF Railway | Historic | FE |
| | | Linear | Catlin Canal | Historic | FE |
| | | Linear | Otero Canal | Historic | FE |
| | Alternative 2: Manzanola South | Linear | Catlin Canal | Historic | FE |
| | | Linear | Otero Canal | Historic | FE |
| Section 6: Manzanola to Rocky Ford | --- | Linear | BNSF Railway | Historic | FE |
| | | Linear | Main Leach Canal | Historic | FE |
| | | g-1 | Residence | Historic | FE |
| Section 7: Rocky Ford | Alternative 1: Rocky Ford North | Linear | BNSF Railway | Historic | FE |
| | | Linear | Main Leach Canal | Historic | FE |
| | | Linear | Rocky Ford Canal | Historic | FE |
| | Alternative 2: Rocky Ford South | h-2 | Canal (Structure) | Historic | FE |
| | | h-1 | Barn | Historic | FE |
| | | Linear | BNSF Railway | Historic | FE |
| | | Linear | Catlin Canal | Historic | FE |
| | | Linear | Otero Canal | Historic | FE |
| | | Linear | Rocky Ford Canal | Historic | FE |
| | | Linear | Rocky Ford Highline Canal | Historic | FE |
| Section 8: Rocky Ford to Swink | --- | j-1 | U.S. 50 bridge over Timpas Creek | Historic | FE |
| | | Linear | BNSF Railway | Historic | FE |
| Section 9: Swink | Alternative 1: Swink North | j-2 | Migrant workers housing | Historic | FE |
| | | j-4 | Mary's Fruit Stand | Historic | FE |
| | | Linear | BNSF Railway | Historic | FE |
| | Alternative 2: Swink South | j-3 | Building | Historic | FE |
| | | Linear | BNSF Railway | Historic | FE |

| Section | Build Alternatives (if more than one) | Site Number ^a | Description | Type of Resource | National Register Eligibility ^b | |
|-----------------------------|---|--------------------------|----------------------------------|---|--|----|
| Section 10: La Junta | Alternative 1: La Junta North | Linear | BNSF Railway | Historic | FE | |
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail | |
| | | Linear | Fort Lyon Canal | Historic | FE | |
| | Alternative 2: La Junta South | Linear | BNSF Railway | Historic | FE | |
| | | Linear | Otero Canal | Historic | FE | |
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail | |
| | Alternative 3: La Junta South | k-83 | Otero Ditch tunnel | Historic | FE | |
| | | Linear | BNSF Railway | Historic | FE | |
| | | Linear | Otero Canal | Historic | FE | |
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail | |
| | Alternative 4: La Junta South | Linear | BNSF Railway | Historic | FE | |
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail | |
| | | Linear | Otero Canal | Historic | FE | |
| | Section 11: La Junta to Las Animas | --- | I-1 | U.S. 50 bridge over Thompson Arroyo (westbound) | Historic | FE |
| | | | I-2 | U.S. 50 bridge over Thompson Arroyo (eastbound) | Historic | FE |
| Linear | | | BNSF Railway | Historic | FE | |
| Linear | | | Consolidated Ditch | Historic | FE | |
| Linear | | | Jones Ditch | Historic | FE | |
| I-3, I-5, I-6, I-7 | | | (4) Archaeological sites | Archaeological | (1) ND, (3) FE | |

| Section | Build Alternatives (if more than one) | Site Number ^a | Description | Type of Resource | National Register Eligibility ^b |
|---------------------------------|---------------------------------------|----------------------------------|-------------------------------------|------------------|--|
| Section 12: Las Animas | Alternative 1: Las Animas North | Linear | BNSF Railway | Historic | FE |
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail |
| | | Linear | Arkansas River Levee at Las Animas | Historic | FE |
| | | Linear | Consolidated Ditch | Historic | FE |
| | | Linear | Las Animas Town Ditch | Historic | FE |
| | Alternative 2: Las Animas South | Linear | BNSF Railway | Historic | FE |
| | | Linear | Consolidated Ditch | Historic | FE |
| | | Linear | Arkansas River Levee at Las Animas | Historic | FE |
| | | m-1 | Old U.S. 50 Segment | Historic | FE |
| | | m-40 | Residence | Historic | FE |
| Section 13: Las Animas to Lamar | --- | n-5 | U.S. 50 bridge over McCrae Arroyo | Historic | FE |
| | | n-10 | U.S. 50 bridge over a draw | Historic | FE |
| | | n-12 | U.S. 50 bridge over Limestone Creek | Historic | FE |
| | | n-4 | Residence | Historic | FE |
| | | n-6 | Higley Gems | Historic | FE |
| | | n-8 | Hasty post office/mercantile | Historic | FE |
| | | n-1, n-9, n-11, n-14, n-15, n-16 | (6) Barns | Historic | FE |
| | | n-2, n-7, n-13 | (3) Farmsteads | Historic | FE |
| | | Linear | Millers Ditch | Historic | FE |
| | | Linear | Lubers Drainage Ditch | Historic | FE |
| | | Linear | McClave Drainage Ditch | Historic | FE |
| | | Linear | Sunflower Ditch | Historic | FE |
| | | Linear | Riverview Ditch | Historic | FE |
| | | Linear | Amity Canal | Historic | FE |
| Linear | Vista Del Rio Ditch | Historic | FE | | |

| Section | Build Alternatives (if more than one) | Site Number ^a | Description | Type of Resource | National Register Eligibility ^b |
|-------------------------------------|---------------------------------------|--------------------------|--|------------------|--|
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail |
| Section 14: Lamar to Granada | --- | o-1 | U.S. 50 bridge over Willow Creek overflow | Historic | FE |
| | | o-2 | Farmhouse | Historic | FE |
| | | Linear | Manvel Canal | Historic | FE |
| | | Linear | Lamar Canal | Historic | FE |
| Section 15: Granada | Alternative 1: Granada North | | Residence | Historic | FE |
| | | Linear | BNSF Railway | Historic | FE |
| | | Linear | Granada Ditch | Historic | FE |
| | Alternative 2: Granada South | Linear | X-Y Canal | Historic | FE |
| Section 16: Granada to Holly | --- | q-1 | Residence | Historic | FE |
| | | q-2 | U.S. 50 bridge over Granada Creek | Historic | FE |
| | | q-3 | U.S. 50 overpass, BNSF railroad separation | Historic | FE |
| | | q-4 | Gateway Downs (former horseracing track) | Historic | FE |
| | | Linear | BNSF Railway | Historic | FE |
| | | Linear | X-Y Canal | Historic | FE |
| | | Linear | Granada Ditch | Historic | FE |
| Section 17: Holly | Alternative 1: Holly North | r-21 | Residence | Historic | FE |
| | | r-19 | Farm or Ranch | Historic | FE |
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail |
| | | Linear | Holly Ditch | Historic | FE |
| | | Linear | Buffalo Canal | Historic | FE |
| | Alternative 2: Holly South | Linear | BNSF Railway | Historic | FE |

| Section | Build Alternatives (if more than one) | Site Number ^a | Description | Type of Resource | National Register Eligibility ^b |
|-------------------------------------|---------------------------------------|--------------------------|----------------------------------|------------------|--|
| Section 18: Holly Transition | --- | s-1 | Holly rest area | Historic | FE |
| | | Linear | Holly Ditch | Historic | FE |
| | | Linear | Buffalo Canal | Historic | FE |
| | | Linear | Santa Fe National Historic Trail | Historic | Natl. Trail |

^aSite number of the resource on the figures presented in Appendix F

^bNational Register eligibility: NHL=National Historic Landmark, NR=National Register, SR=State Register, OE=Officially Determined Eligible, FE=Field Eligible, ND=Needs Data, and Natl. Trail=Nationally Recognized Trail

6.2.2. Indirect Effects

Indirect effects are those effects that have the potential to change the qualities for which historic properties are listed or considered eligible for the National Register, but are not direct effects to the resource. Indirect effects may include visual, air quality, noise, traffic, economic, social, or land use effects that could cause changes to the historic setting or use of historic properties. For example, the Belmont Neighborhood is a post-World War II subdivision located in Pueblo. If Alternative 2: Pueblo Existing Alignment is constructed, U.S. 50 would not be significantly altered in this area since the highway is currently configured as a four-lane expressway. However, a traffic noise analysis (to be conducted during Tier 2 studies) could determine that noise walls are recommended under CDOT guidelines. If these walls were constructed, they would visually intrude upon the original post-World War II setting of this neighborhood. This would result in an indirect effect to this resource.

The U.S. 50 Tier 1 EIS will only identify general corridor locations, not specific alignments. Therefore, this analysis does not include estimates of indirect effects since it is impossible to know which resources would be indirectly affected. A more detailed analysis of potential indirect effects will be completed during Tier 2 studies.

7. Mitigation Strategies

The following mitigation strategies were agreed to as part of the U.S. 50 Tier 1 Section 106 Programmatic Agreement. This agreement outlines how historic resources will be identified and evaluated in the U.S. 50 Tier 1 EIS. It was developed and signed by representatives from the lead agencies (CDOT and FHWA) and the State Historic Preservation Office.

- When a preferred alternative is chosen, the lead agencies will meet with the Colorado State Historic Preservation Office “to discuss appropriate mechanisms for avoiding, minimizing and mitigating adverse effects” to historic resources (U.S. 50 Tier 1 Section 106 PA, Sect III(B)(3)).
- “Resolution of adverse effects for individual properties will occur... during Tier 2 studies when more detailed engineering plans are developed. During Tier 2 adverse effects will be addressed in accordance with standard Section 106 process” (U.S. 50 Tier 1 Section 106 PA, Sect III(A)(5)).

Additional mitigation strategies include the following:

- To assist local communities with their heritage tourism efforts, CDOT has shared the information obtained for this project related to historic resources with the communities in the Lower Arkansas Valley. This includes information associated with specific resources, as well as the historic context of the region.
- To the extent feasible, CDOT should support communities’ efforts related to heritage tourism along U.S. 50 in southeastern Colorado.

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Appendices

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Appendix A. Resource Methodology Overview for Historic and Archaeological Resources

These resource methodology overviews are attached to this technical memorandum for reference only. The lead agencies for the U.S. 50 Tier 1 EIS (CDOT and FHWA) drafted resource methodology overviews to identify and document which resource evaluation activities would be completed during the Tier 1 EIS, and which would be completed during Tier 2 studies. These overviews were intended to be guidelines to ensure that the Tier 1 EIS remained a broad-based analysis, while clarifying (to the public and resource agencies) when particular data and decisions would be addressed in the tiered process. These overviews were approved by the lead agencies, and they were agreed upon by the resource agencies during the project’s scoping process. They were subsequently used by the project’s resource specialists as guidelines to ensure that their activities were relevant to the Tier 1 (i.e., corridor location) decision.

Table A-1. Resource Methodology Overview for Historic Resources

| Methodology Overview | Historic Resources | |
|---|--|---|
| | Tier 1 | Tier 2 |
| Relevant Data/ Information Sources | <ul style="list-style-type: none"> Existing documentation/records (e.g., SHPO and Tribal Historic Preservation Officers), comparable historic context statements/nomination coversheets Local, state, and federal agencies, quasi-governmental organizations, and historic society contacts State Historic Bridge Report (Clay Frasier) Aerial photographs | <ul style="list-style-type: none"> Data sources sufficient for standard NEPA documentation Location of recorded or reported historic properties Historic Properties Context Statement Consulting parties input |
| Collection and/or Analysis Methodology | <ul style="list-style-type: none"> Submit data requests and research documentary/archives Conduct desktop and preliminary windshield review of study area Coordinate with key historic resources stakeholders to: <ul style="list-style-type: none"> Identify planning level study area for Historic Resources Context Overview Confirm outline for Historic Resources Context Overview Collect input on historic properties Develop a Historic Resource Context Overview Refine study area for Tier 1 Draft EIS studies & analysis Review aerial photos, conduct windshield reconnaissance of recorded districts or properties, collect baseline data along alternative corridor locations Assess potential for eligibility for the purposes of systems-level planning effort only using Criterion C | <ul style="list-style-type: none"> Desktop study, which includes: review of section of independent utility limits and updating historic property maps Standard field survey of proposed corridor alignments If analysis determines potential direct or indirect impact on historic properties, Determinations of Eligibility and Findings of Effect prepared Coordination with affected agencies and stakeholders |

| Methodology Overview | Historic Resources | |
|--|--|---|
| | Tier 1 | Tier 2 |
| Project Area | <ul style="list-style-type: none"> • Planning level study area for Historic Resource Context Overview • Refine study area after screening of alternatives | Tier 2 specific section of independent utility corridor boundaries |
| Impacts | <ul style="list-style-type: none"> • GIS analysis of the proposed alternative corridors • Relative importance of potentially affected properties qualitatively assessed considering the historic context overview, focusing on types and concentrations of properties or particularly sensitive properties • Quantitative assessment of relative impacts between alternatives based on agreed-upon formula | Standard impact analysis in compliance with Section 106, NEPA, and other regulatory guidance |
| Mitigation Options | <ul style="list-style-type: none"> • Tier 1 primary approach—Impact avoidance of important resources • A corridor-wide Programmatic Agreement (PA) including: <ul style="list-style-type: none"> • Documentation of resources where “avoidance” has been completed • Strategies to minimize/mitigate unavoidable adverse impacts • Subset agreements for methodologies for near-term Tier 2 studies | <ul style="list-style-type: none"> • To be determined, as defined by the corridor-wide PA • With minor exceptions, “avoidance” will have been addressed under Tier 1, and Tier 2 will focus on minimization and include a Memorandum of Agreement for unavoidable effects |
| Deliverables | <ul style="list-style-type: none"> • Corridor-wide PA • Historic Resources Context Overview • Historic resources GIS database • Historic Resources Relative Impacts Assessment Technical Memorandum, which would include study area, methods, resource inventory, relative impact assessment, avoidance, minimization, and mitigation options | <ul style="list-style-type: none"> • Standard intensive level Historic Properties Survey Report • Historic resources maps • Determinations of Eligibility and Findings of Effect prepared as needed |
| Regulatory Guidance/ Requirements | <ul style="list-style-type: none"> • Guidelines established by Office of Archaeology and Historic Preservation • Executive Order 11593: Protection and Enhancement of the Cultural Environment • Protection of Historic and Cultural Properties 1999 (36 CFR 800) • National Register of Historic Places (NRHP) (36 CFR 60) • Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR 68) • National Historic Preservation Act of 1966, Section 106 as amended (NHPA) (16 USC 470f) • National Historic Preservation Act of 1966, Section 110 as amended (NHPA) (16 USC 470H-2) • Executive Order 13287 Preserve America 2003 • Executive Order 13175 Consultation and Coordination with Indian Tribal Governments • Executive Order 13007 Indian Sacred Sites • Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (2005) | |

Table A-2. Resource Methodology Overview for Archaeology

| Methodology Overview | Archaeology | |
|------------------------------------|---|--|
| | Tier 1 | Tier 2 |
| Relevant Data/ Information Sources | <ul style="list-style-type: none"> • Previously recorded historic and prehistoric archaeological resources and localities, and areas where there are strong indicators of potential site presence • Geologic maps • Existing reports, management plans, technical literature, and museum records | <ul style="list-style-type: none"> • Data sources sufficient for standard NEPA documentation • Location of recorded historic and prehistoric archaeological resources and localities, and areas where there are strong indicators of potential site presence • Consulting parties input |

| Methodology Overview | Archaeology | |
|---|---|--|
| | Tier 1 | Tier 2 |
| Collection and/or Analysis Methodology | <ul style="list-style-type: none"> Conduct literature survey to determine if area was utilized prehistorically/historically and may contain important sites/features. Consult with SHPO and CDOT archaeologist. This will serve as an exercise to determine if there are any strong indicators of site presence, and is not intended to serve as a sensitivity/probability model Data compilation of archaeological resources | <ul style="list-style-type: none"> Sufficient for standard NEPA documentation Archaeological field survey (probing when necessary) to determine presence or absence Site-specific test excavations, as appropriate, to determine NRHP eligibility, following consultation with CDOT archaeologists Laboratory analysis of sites, located artifacts, and specimens to determine scientific significance |
| Project Area | One to four miles wide surrounding the existing U.S. 50 facility beginning at I-25 in Pueblo to the Colorado-Kansas line | Tier 2 specific section of independent utility corridor boundaries |
| Impacts | Potential presence of sites or indicators per alternative | Standard impact analysis in compliance with Section 106, NEPA, and other regulatory guidance |
| Mitigation Options | Avoid known archaeological sites/locations, and if anyone or combination of environmental factors appear as a potential indicator, highlight such areas as locations to minimize corridor encroachment | Same as Tier 1, plus: <ul style="list-style-type: none"> Coordination of activities with appropriate agencies Conduct data recovery excavations at any site that cannot be avoided during construction |
| Deliverables | <ul style="list-style-type: none"> Archaeological Assessment Technical Memorandum, which would include study area, methods, resource inventory, relative impact assessment, avoidance, minimization, and mitigation options GIS layers with the identification of known archaeological sites, indicators of archaeological site presence. | Standard intensive-level Archaeology Survey Report |
| Regulatory Guidance/ Requirements | <ul style="list-style-type: none"> Guidelines established by OAHP Protection of Historic and Cultural Properties (36 CFR 800) Executive Order 11593 Protection and Enhancement of the Cultural Environment Natural Historic Preservation Act of 1966, Section 106 (16 USC 470) Archaeological and Historic Preservation Act (16 USC 469-469C) Archaeological Resources Protection Act (16 USC 470aa-11) Act for the Preservation of American Antiquities (16 USC 431-433) Native American Graves Protection and Repatriation Act Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (2005) | |

Appendix B. Abbreviations and Acronyms

| | |
|--------------------|---|
| A.D. | Anno Domini |
| B.P. | Before Present |
| Ca. | Circa |
| CDOT | Colorado Department of Transportation |
| CEQ | Council on Environmental Quality |
| CFR | Code of Federal Regulations |
| CR | County Road |
| EA | Environmental Assessment |
| FHWA | Federal Highway Administration |
| FONSI | Finding of No Significant Impact |
| I-25 | Interstate 25 |
| MAP-21 | Moving Ahead for Progress in the 21 st Century Act of 2012 |
| National Register | National Register of Historic Places |
| NEPA | National Environmental Policy Act of 1969 |
| NHPA | National Historic Preservation Act |
| PA | Programmatic Agreement |
| SH | State Highway |
| SHPO | State Historic Preservation Office |
| SIU | Section of independent utility |
| State Register | Colorado State Register of Historic Properties |
| U.S. 50 | U.S. Highway 50 |
| U.S. 50 Tier 1 EIS | U.S. 50 Tier 1 Environmental Impact Statement |

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Appendix C. NRHP Eligibility Criteria

Historic properties for the U.S. 50 Tier 1 EIS are defined as properties eligible or “likely eligible” for listing on the National Register of Historic Places (National Register) and that are 45 years old or older, and all sites evaluated as “field eligible” or “field not eligible” in the database maintained by the State Historic Preservation Officer. The following section summarizes the criteria used to determine National Register eligibility.

National Register criteria address different types of values embodied in potential historic properties. The criteria are categorized for their associated value (Criterion A and Criterion B), design or construction value (Criterion C), or information value (Criterion D). The regulations state that “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:

- That are associated with events that have made a significant contribution to the broad patterns of our history [Criterion A]; or
- That are associated with the lives of persons significant in our past [Criterion B]; or
- 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 [Criterion C]; or
- That have yielded or may be likely to yield, information important in prehistory or history [Criterion D]” (NHPA 1981, sect 60.4).

To be listed in the National Register, a property must not only be shown to be significant under the National Register criteria described above, but it also must have integrity. The evaluation of integrity is a subjective judgment that must be grounded in an understanding of a property’s physical features and how they relate to its significance. Historic properties either retain integrity (i.e., convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects (i.e., qualities) that, in various combinations, define integrity. The seven aspects include:

1. “Location—the place where the historic property was constructed or the place where the historic event occurred,
2. Design—the combination of elements that create the form, plan, space, structure, and style of a property,
3. Setting—the physical environment of a historic property,
4. Materials—the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property,
5. Workmanship—the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory,
6. Feeling—a property’s expression of the aesthetic or historic sense of a particular period of time, and
7. Association—the direct link between an important historic event or person and a historic property” (NPS 1990).

To retain historic integrity a property will always possess several, and usually most, of these aspects. If a historic resource meets one or more of the National Register criteria and retains a level of integrity that conveys its history, then it is considered National Register eligible.

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Appendix D. U.S. 50 Tier 1 Section 106 Programmatic Agreement (PA)

PROGRAMMATIC AGREEMENT

Among

The Federal Highway Administration
The Colorado Department of Transportation
and
The Colorado State Historic Preservation Officer

Regarding

Implementation of
The US Highway 50 Corridor East Project

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), has determined that improvements to US Highway 50 between Pueblo, Colorado and the Kansas state line (referred to as the US 50 Corridor East project) will be needed over the next several decades in order to improve safety and mobility; and

WHEREAS, FHWA is preparing a Tier 1 Environmental Impact Statement (EIS) for the US 50 Corridor East project to address mobility and safety needs through a collaborative community-based approach, and will examine the relative effects of the proposed corridor alternatives on known historic properties within the Area of Potential Effect (APE) established for the undertaking; and

WHEREAS, FHWA has consulted with the Colorado State Historic Preservation Officer (SHPO) to develop this Programmatic Agreement pursuant to 36 CFR 800.14(b)(3), the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) (16 USC 470f) and Section 110(f) of the same Act (16 USC 470h-2(f)); and

WHEREAS, FHWA has determined that a phased process for compliance with Section 106 of NHPA, as codified at 36 CFR 800.4(b)(2) and 36 CFR 800.5(a)(3), is appropriate for the US 50 Corridor East project, and execution of this agreement constitutes compliance with the Section 106 regulations; and

WHEREAS, the signatories to this agreement acknowledge that the level of detail for the Tier 1 EIS will be consistent with corridor-level decision making such that FHWA will have the basis for making an informed decision on the general location and facility type for future improvements, but will not be able to identify specific project impacts; and

WHEREAS, FHWA will prepare site-specific Tier 2 National Environmental Policy Act (NEPA) documentation presenting environmental analyses and more detailed design information for site-specific project level decision making; and

WHEREAS, the Amache Preservation Society, Bent County Development Foundation, Colorado Preservation, Inc., Fowler Historical Society, Friends of Amache, Granada City Council, Otero County Historical Council, Pioneer Historical Society of Bent County, Prowers County Development, Inc., Santa Fe Trail Scenic and Historic Byway – Mountain Branch, and Southeast Colorado Regional Tourism Group participated in consultations leading to the development of this document and have been invited and agree to concur in the agreement; and

WHEREAS, FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its intention to develop a Programmatic Agreement and invited the Council to participate as a signatory to the agreement, which the Council has declined;

NOW, THEREFORE, FHWA, CDOT and SHPO agree that the Tier 1 US 50 Corridor East undertaking shall be administered in accordance with the following principles and stipulations to satisfy FHWA's Section 106 responsibilities for Tier 1.

PRINCIPLES

FHWA and CDOT shall adhere to the following principles in complying with Section 106 of the NHPA for the US 50 Corridor:

1. The project shall use a two-phased approach in which Phase 1 will involve initiating the Section 106 process at the Tier 1 stage, and Phase 2 will involve refining alternatives and concluding Section 106 consultation during Tier 2 for individual projects.
 - a. Phase 1 will entail identification of consulting parties, establishment of an Area of Potential Effects (APE), conducting a reconnaissance (windshield) survey to establish the known or likely presence of historic properties within the APE; documenting these elements in a Reconnaissance Survey Report; assessing relative effects on properties eligible or likely eligible for listing on the National Register of Historic Places (NRHP); documenting those effects in a Relative Effects Report; and developing one or more historic context(s) for the corridor in order to place historic properties into the proper research framework. The agencies will consult with the SHPO and other consulting parties in completing these tasks.
 - b. Phase 2, which is expected to include an undetermined number of site-specific Tier 2 projects, will include development of APE's for individual projects, determinations of eligibility and effects for historic properties, and resolution of effects as outlined in 36 CFR 800.4(b)(1) and 800.6, all in coordination with SHPO and the consulting parties identified during Tier 1.
2. FHWA and CDOT will seek, discuss and consider the views of the consulting parties, and where feasible, will seek agreement with them (36 CFR 800.16[f]) when making Tier 1 planning decisions under the stipulations of this PA.

STIPULATIONS

FHWA shall ensure throughout Tier 1 that the following measures are carried out:

I. Consultation and Consulting Parties

A. Delegation of Consultation Authority

1. FHWA authorizes CDOT to conduct consultation with the SHPO and other consulting parties on its behalf, and to make recommendations regarding the identification of consulting parties, and determinations on the level of effort for identification of historic properties, the known or likely presence of historic properties within the APE, and relative effects on those properties.
2. FHWA will remain involved with and ultimately responsible for all findings and determinations, and retains responsibility for complying with all federal requirements pertaining to direct government-to-government consultation with consulting Indian tribes.

FHWA has delegated development and facilitation of day-to-day tribal consultation tasks to CDOT, but retains ultimate authority over that program. Six Native American tribes with an established interest in southeastern Colorado were provided the opportunity to participate in the undertaking as consulting tribes under the auspices of the Section 106 regulations. Only the Comanche Tribe of Oklahoma accepted the invitation and is considered a consulting tribe. However, the Comanche Tribe elected not to participate as a signatory to this PA.

B. Consultation with Other Federal Agencies

1. FHWA and the consulting parties may seek advice, guidance, and assistance from the ACHP on the application of the Programmatic Agreement to Tier 2 undertakings, including the resolution of disagreements, whether or not the ACHP is formally involved in the review of a specific undertaking.
2. FHWA shall notify the National Park Service (NPS), Intermountain Region of any potential direct or indirect effects to NPS facilities (Camp Amache National Historic Landmark, Bent's Old Fort and Sand Creek Massacre National Historic Sites, and Santa Fe National Historic Trail) identified in the Tier 1 study, and invite NPS to participate in developing methods to minimize and/or mitigate those effects.

II. Level of Effort to Identify and Evaluate Historic Properties

A. Area of Potential Effects

1. In consultation with SHPO and the other consulting parties, during Tier 1 CDOT will develop an APE of sufficient size and configuration to incorporate each proposed corridor alternative such that relative direct and indirect effects to historic properties can be appropriately analyzed. The APE may be modified and/or refined during the Tier 1 process as each corridor is further developed.

B. Archival Research and Reconnaissance Survey

1. The identification and evaluation of historic properties at Tier 1 will focus on the "likely presence" of historic resources, and as appropriate, historic and prehistoric archaeological resources, including all sites previously listed on or determined eligible for listing on the NRHP, as well as those evaluated as "Field Eligible" and "Field Not Eligible" in the SHPO database.
 - a. CDOT will plan and coordinate archival research of the APE using all reasonable and accessible resources.
 - b. CDOT will plan and facilitate completion of a reconnaissance (windshield) survey of the APE. The Reconnaissance Survey Report will include, at a minimum, a list of known or likely historic properties, including historic districts, within the APE; baseline data regarding each property (i.e., address, date of construction); representative digital photographs of the different property types present in the APE, including NRHP eligible and likely eligible historic districts; and maps showing the location of NRHP listed and eligible properties (as previously determined), as well as those properties newly identified during the windshield survey.
 - c. The Reconnaissance Survey Report will be submitted to SHPO and the consulting parties for review and comment as part of the inventory and assessment of historic properties in the study corridor. However, the report will not constitute an official concurrence point in the Tier 1 Section 106 process, and

CDOT will therefore not request SHPO concurrence on this report. Upon transmittal of the document by CDOT, SHPO and the other consulting parties will have 45 calendar days to review the report and submit comments.

- d. For those properties identified during the reconnaissance but not previously documented, NRHP eligibility determinations will take the form of “likely eligible” and “likely not eligible.” These preliminary designations will be utilized to standardize the documentation process and make consistent evaluations throughout the Tier 1 survey phase. Final determinations of NRHP eligibility and thorough recordation of historic properties will occur during Tier 2.
- e. CDOT will coordinate with the consulting parties to identify potential historic properties not otherwise known or identified during the reconnaissance survey.
- f. CDOT will use data collected during the archival research and reconnaissance survey to develop and assess preliminary corridor alternatives.

C. Historic Context Development

1. To facilitate planning at Tier 1 and streamline development of Tier 2 undertakings, CDOT shall, in consultation with SHPO and the other consulting parties, develop a historic context or contexts for the US 50 Corridor.
2. Historic contexts contain information about historical trends and properties grouped by an important theme and a particular period of time. These documents link historic properties to important historical trends, and as such the US 50 context(s) will focus on historical documentation relevant to US Highway 50 in relation to the economic and social development of southeastern Colorado.
3. The historic context(s) will include an assessment of existing site records and known or likely eligibility determinations. Upon transmittal of the document by CDOT, SHPO and the other consulting parties will have 45 calendar days to review the report and submit comments.

III. Evaluation of Relative Effects on Historic Properties

A. Determinations of Relative Effect

1. As noted above, the purpose of the Tier 1 EIS is to take a broad view of the transportation issues in the US 50 Corridor and identify the general location(s) for improvements without the benefit of specific design data. Therefore, it is not possible to evaluate specific effects on individual historic properties at this stage in the Section 106 process.
2. CDOT will determine the relative level of effect (impact) on historic properties during Tier 1 based on preliminary alternative development, and quantify those effects to the extent possible.
3. The evaluation of effects at Tier 1 will consist of an analysis of the relative, or approximate, direct (physical destruction or damage) and indirect (noise, visual and cumulative) effects of alternatives on known and likely historic properties within the APE. Impacts will be assessed using a broad-based corridor vision instead of the more focused, property-specific effects evaluation to be conducted at Tier 2.

4. CDOT will prepare a draft Relative Effects Report and coordinate review of and revisions to that document with SHPO and the consulting parties. A final report will be produced and submitted to SHPO and the consulting parties for comment and filing. CDOT will not request SHPO concurrence on this report, as it does not constitute a concurrence point in the Tier 1 Section 106 process.
5. Resolution of adverse effects for individual properties will occur for site-specific projects during Tier 2 studies when more detailed engineering plans are developed. During Tier 2 adverse effects will be addressed in accordance with the standard Section 106 process.

B. Mitigation Strategies

1. FHWA and CDOT commit to make a good faith and reasonable effort to avoid, minimize or mitigate effects to National Register listed, eligible, and likely eligible historic properties during all phases of planning and alternative screening at Tier 1.
2. The agencies will implement the Tier 1 process in accordance with the principles of Context-Sensitive Solutions (CSS). CSS seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives. Context sensitive solutions are achieved through joint effort involving all stakeholders.
3. When a Preferred Alternative is selected CDOT shall meet with the consulting parties to discuss appropriate mechanisms for avoiding, minimizing and mitigating adverse effects.

IV. Dispute Resolution

- A. Should any party to this agreement object in writing to FHWA or CDOT regarding any action carried out or proposed with respect to the undertaking or implementation of this agreement, FHWA and CDOT will consult with the objecting party to resolve the objection.
- B. If after initiating such consultation FHWA or CDOT determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP, including the agency's proposed response to the objection, and request a response within 30 days.
- C. Within 30 days after receipt of all pertinent documentation, the ACHP may exercise one of the following options:
 1. Advise the agency that the ACHP concurs in the agency's proposed response to the objection, whereupon the agency will respond to the objection accordingly;
 2. Provide the agency with recommendations, which the agency shall take into account in reaching a final decision regarding its response to the objection; or
 3. Notify the agency that the objection will be referred for comment pursuant to 36 CFR 800.7(a)(4), and proceed to refer the objection and comment. The agency shall take the resulting comment into account in accordance with 36 CFR 800.7(c)(4).

V. Amendment and Termination

- A. Any signatory to this agreement may request that it be amended, whereupon the parties will consult to reach a consensus on the proposed amendment. Where no consensus can be reached, the agreement will not be amended.

- B. In the event that Congress amends Section 106 of the National Historic Preservation Act or in the case of substantial changes to 36 CFR 800, the parties to this agreement will meet to consider whether it would be appropriate to amend the agreement.
- C. Any signatory to this agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the signatories and concurring parties will consult during the period prior to termination or seek agreement on amendments or other actions that would avoid termination.
- D. In the event of termination, FHWA shall comply with 36 CFR 800 for all remaining Tier 2 undertakings of the US 50 Corridor East project.

Execution and implementation of this agreement and any amendments to this agreement evidence that FHWA and CDOT have taken into account the relative effects of the US 50 Corridor East project on historic properties and, as appropriate at future Tier 2 levels of analyses, afforded the Advisory Council on Historic Preservation an opportunity to comment on those effects.

Signatories:

Federal Highway Administration

By: Michael E. Vandekooft Date: 6/25/07
for David Nicol, P.E., Division Administrator

Colorado Department of Transportation

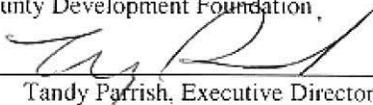
By: Jennifer Finck Date: 6/07/07
for Russell George, Executive Director

Colorado State Historic Preservation Officer

By: Mark Wolfe Date: 6/12/07
for Georgianna Contiguglia, SHPO

Concurring Parties:

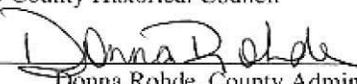
Bent County Development Foundation,

By:  Date: 7-11-07
Tandy Parrish, Executive Director

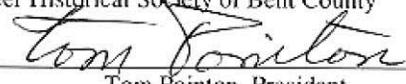
Colorado Preservation, Inc.

By:  Date: 10/15/07
Mark Rodman, Executive Director

Otero County Historical Council

By:  Date: 7-11-07
Donna Rohde, County Administrator

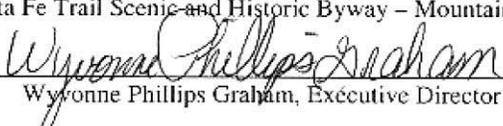
Pioneer Historical Society of Bent County

By:  Date: 7-11-07
Tom Pointon, President

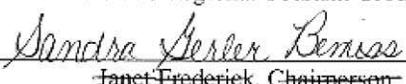
Prowers County Development, Inc.

By:  Date: 8-20-07
Roger Jones, Economic Development Director

Santa Fe Trail Scenic and Historic Byway – Mountain Branch

By:  Date: 8-7-07
Wyonne Phillips Graham, Executive Director

Southeast Colorado Regional Tourism Group

By:  Date: 9-12-2007
~~Janet Frederick, Chairperson~~
Sandra Gerler Bemiss
Exec. Committee Representative

Amache Preservation Society

By: John Hopper Date: 8/13/07
John Hopper

Fowler Historical Society

By: Barbaralu H. Smith Date: 8/21/07
Barbaralu H. Smith, Co-Chair

Friends of Amache

By: John Hopper Date: 8/13/07
John Hopper

Granada Town Council

By: Glenda Tyree, Mayor Date: July 18, 2007
Glenda Tyree, Mayor

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Appendix E. Historic Properties by Location

The following tables show the historic properties (Table E-1) and linear historic resources (Table E-2) identified by this analysis by location.

Table E-1. Historic Properties by Location

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|---|---------------------------------|--------------------|------------|--|
| Pueblo | F-1 | a-1 | 1906 N. Hudson Ave. | Movie theater | | NA | FE |
| Pueblo | F-1 | a-2 | 1901 N. Hudson Ave. | Community Corrections Services | | 1962 | FE |
| Pueblo | F-1 | a-3 | Hudson Ave. and Ruppel St. | Central Christian Church | | NA | FE |
| Pueblo | F-1 | district | Bounded (generally) by Bonforte Blvd. on the north and west, Macalester Rd. on the east, and Constitution Rd. and Ruppel St. on the south | Belmont Post-WWII subdivision | | 1952 | FE |
| Pueblo | F-1 | a-4 | 1301 Anita St. | American International Res | | 1964 | FE |
| Pueblo | F-1 | a-5 | 1436 E. 19th St. | Residence | | 1951 | FE |
| Pueblo | F-1 | a-6 | 1401 Anita St. | Dentist's office | | 1968 | FE |
| Pueblo | F-1 | a-7 | 2104 N. Norwood Ave. | Commercial building | | NA | FE |
| Pueblo | F-1 | a-8 | 1376 Anita St. | Immaculate Heart of Mary Chapel | | NA | FE |
| Pueblo | F-1 | a-9 | 1827 Ogden | Minimal traditional ranch | | 1946 | FE |
| Pueblo | F-1 | a-10 | 2002 E. 16th St. | Minimal traditional ranch | | 1951 | FE |
| Pueblo | F-1 | a-11 | 2002 E. 15th St. | Pueblo Revival | | 1939 | FE |
| Pueblo | F-1 | a-12 | 2004 E. 16th St. | Minimal traditional ranch | | 1951 | FE |
| Pueblo | F-1 | a-13 | 2005 E. 16th St. | Residence | | 1955 | FE |
| Pueblo | F-1 | a-14 | 2006 E. 16th St. | Minimal traditional ranch | | 1951 | FE |
| Pueblo | F-1 | a-15 | 2011 E. 15th St. | Hipped box residence | | 1951 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|-------------------|---|--------------------|------------|--|
| Pueblo | F-1 | a-16 | 2015 E. 15th St. | Hipped box residence | | 1951 | FE |
| Pueblo | F-1 | a-17 | 2030 E. 15th St. | Residence | | 1945 | FE |
| Pueblo | F-1 | a-18 | 2125 E. 13th St. | Residence | | 1955 | FE |
| Pueblo | F-1 | a-19 | 2134 E. 15th St. | Classic cottage | | 1924 | FE |
| Pueblo | F-1 | a-20 | 2130 E. 15th St. | Ranch-style residence | | 1924 | FE |
| Pueblo | F-1 | a-21 | 2300 Vanita Ave. | Spann Elementary School | | NA | FE |
| Pueblo | F-1 | a-22 | Milepost 318.1 | U.S. 50 bridge over Dry Creek (eastbound) (K-18-BZ) | | 1958 | FE |
| Pueblo | F-1 | a-23 | Milepost 318.1 | U.S. 50 bridge over Dry Creek (westbound) (K-18-BY) | | 1958 | FE |
| Pueblo | F-1 | a-24 | 2506 E. 11th St. | Residence | | 1954 | FE |
| Pueblo | F-1 | a-25 | 2510 E. 11th St. | Residence | | 1952 | FE |
| Pueblo | F-1 | a-26 | 2602 E. 7th St. | Residence | | 1952 | FE |
| Pueblo | F-1 | a-27 | 2608 E. 12th St. | Apostolic Assembly of the Faith Church | | 1958 | FE |
| Pueblo | F-1 | a-28 | 2613 E. 7th St. | Residence | | 1948 | FE |
| Pueblo | F-1 | a-29 | 701 Beaumont Ave. | Garage (brick) | | NA | FE |
| Pueblo | F-1 | a-30 | 729 Beaumont Ave. | Small agriculture property | | 1951 | FE |
| Pueblo | F-1 | a-31 | 2701 E. 12th St. | St. Anne's Catholic Church | | 1955-1956 | FE |
| Pueblo | F-1 | a-32 | 2711 E. 7th St. | Raised cottage | | 1954 | FE |
| Pueblo | F-1 | a-33 | 2801 E. 11th St. | Apodaca basement residence | | 1956 | FE |
| Pueblo | F-1 | a-34 | 2801 E. 10th St. | Residence | | 1954 | FE |
| Pueblo | F-1 | a-35 | 2802 Juan Madrid | Residence | | NA | FE |
| Pueblo | F-1 | a-36 | 2802 E. 10th St. | Residence | | NA | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|-----------------|---|--------------------|-------------|--|
| Pueblo | F-1 | b-1 | 2700 E. 4th St. | BMC West Building Materials | | NA | FE |
| Pueblo | F-1 | b-2 | 204 Mead | Adobe residence | | NA | FE |
| Pueblo | F-1 | b-3 | 723 Kennie Rd. | Adobe Commercial and warehouses | | NA | FE |
| Pueblo | F-1 | b-4 | 813 Kennie Rd. | Ortiz Farm Equipment warehouse | | 1957 | FE |
| Pueblo | F-1 | b-5 | 519 Kennie Rd. | Vigil residence | | 1954 | FE |
| Pueblo | F-1 | b-6 | 1000 Kennie Rd. | Don's Sportcar Salvage Frame warehouse | | 1946 | FE |
| Pueblo | F-1 | b-7 | 301 25th Lane | Zitnik farm | | 1900 (barn) | FE |
| Pueblo | F-1 | b-8 | 28900 E. SH 96 | Turner Bros Trucking Co. (Pueblo Disposal) | | 1958 | FE |
| Pueblo to Fowler | Not shown (archaeo) | c-1 | | Archaeo | 5PE.4300 | | ND |
| Pueblo to Fowler | F-1 | c-2 | Milepost 328.9 | U.S. 50 bridge over Chico Creek (westbound) (K-19-Q) | | 1953 | FE |
| Pueblo to Fowler | F-1 | c-3 | Milepost 328.9 | U.S. 50 bridge over Chico Creek (eastbound) (K-19-U) | | 1953 | FE |
| Pueblo to Fowler | F-1 | c-4 | Milepost 329.1 | U.S. 50 underpass, Ordnance Depot Road interchange (K-19-V) | | 1953 | FE |
| Pueblo to Fowler | Not shown (archaeo) | c-5 | | Archaeo | 5PE.70 | | ND |
| Pueblo to Fowler | F-1 | c-6 | U.S. 50 | Farm | | 1920 | FE |
| Pueblo to Fowler | F-1 | c-7 | U.S. 50 | Farm | | 1900, 1950 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|-------------------|--|--------------------|------------|--|
| Pueblo to Fowler | Not shown (archaeo) | district | | Fort Reynolds (archaeo) | | 1868 | FE |
| Pueblo to Fowler | Not shown (archaeo) | c-8 | | Huerfano Colony (archaeo) | 5PE.814 | | ND |
| Pueblo to Fowler | Not shown (archaeo) | c-9 | | Archaeo | 5PE.813 | | ND |
| Pueblo to Fowler | F-1 | c-10 | Milepost 335.9 | U.S. 50 bridge over the Huerfano River (L-19-B) | 5PE.302 | 1921, 1948 | NR |
| Pueblo to Fowler | Not shown (archaeo) | c-11 | | Archaeo | 5PE.69 | | ND |
| Pueblo to Fowler | Not shown (archaeo) | c-12 | | Archaeo | 5PE.5873 | | ND |
| Pueblo to Fowler | F-1 | c-13 | Milepost 344.6 | U.S. 50 bridge over the Rocky Ford Highline Canal (L-20-B) | | 1932 | OE |
| Pueblo to Fowler | F-1 | c-14 | U.S. 50 | Ranch | | 1900 | FE |
| Pueblo to Fowler | F-1 | c-15 | U.S. 50 | Farm | | 1900 | FE |
| Pueblo to Fowler | F-1 | c-16 | U.S. 50 | Farm | | 1900 | FE |
| Pueblo to Fowler | F-1 | c-17 | U.S. 50 | Farm | | 1900 | FE |
| Fowler | F-2 | d-1 | 610 W. Grant St. | Fowler Modern High School | | 1954, 1964 | FE |
| Fowler | F-2 | d-2 | 601 W. Grant Ave. | Early high school/ Assembly of God Church | 5OT.864 | 1917 | FE |
| Fowler | F-2 | d-3 | 302 10th St. | Montoya residence | | 1905 | FE |
| Fowler | F-2 | d-4 | 212 10th St. | Nesbit residence | | 1900 | FE |
| Fowler | F-2 | d-5 | 304 10th St. | Butterfield residence | | 1900 | FE |
| Fowler | F-2 | d-6 | 312 10th St. | Roe residence | | 1910 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|---|---|--------------------|---------------|--|
| Fowler | F-2 | d-7 | 308 10th St. | Fellhauer residence | | 1908 | FE |
| Fowler | F-2 | d-8 | 301 10th St. | Snodgrass residence | | 1904 | FE |
| Fowler | F-2 | d-9 | 401 W. Cranston Ave. | Sunset West Apartments | | 1934, 1946 | FE |
| Fowler | F-2 | d-10 | 312 9th St. | Vulgamore residence | | 1910 | FE |
| Fowler | F-2 | d-11 | 420 W. Santa Fe Ave. | Mora residence | | 1906 | FE |
| Fowler | F-2 | d-12 | 510 W. U.S. 50 (9th and Cranston Ave.) | Phat Willy's Diner | | 1930 | FE |
| Fowler | F-2 | d-13 | 324 W. Santa Fe Ave. | Maestas residence | 5OT.911 | 1918 | FE |
| Fowler | F-2 | d-14 | 311 8th St. | Hobby residence | | 1900 | FE |
| Fowler | F-2 | d-15 | 208 8th St. | Wooters residence | 5OT.904 | 1908 | FE |
| Fowler | F-2 | d-16 | 206 8th St. | Barela residence | 5OT.906 | 1937, 1946 | FE |
| Fowler | F-2 | d-17 | Cottonwood Lane and Railroad | Diven Packing Co. site | | 1910- 1986 | FE |
| Fowler | F-2 | d-18 | 111 8th St. | Vulgamore residence | 5OT.910 | 1901 | FE |
| Fowler | F-2 | d-19 | 109 8th St. | McCleary residence | 5OT.908 | 1900 | FE |
| Fowler | F-2 | d-20 | 402 7th St. | Jensen residence | | 1904 | FE |
| Fowler | F-2 | d-21 | 208 7th St. | McKown residence | | 1903 | FE |
| Fowler | F-2 | d-22 | 202 7th St. | Griffy Family Funeral Home | | 1919 | FE |
| Fowler | F-2 | d-23 | 107 W. Florence | Fowler Christian Church | | 1912 | FE |
| Fowler | F-2 | d-24 | 310 Main St. | First Methodist Church | | 1920 | FE |
| Fowler | F-2 | d-25 | 308 Main St. | Bungalow-Rectory 1 st Methodist Church | | 1920 | FE |
| Fowler | F-2 | d-26 | 210 Main St. | Valley Theater | | 1899 | FE |
| Fowler | F-2 | d-27 | 201 Main St. | Fowler State Bank | | 1908 | FE |
| Fowler | F-2 | d-28 | 112 E. Cranston Ave. | Fowler Tribune (newspaper) | | 1928 | FE |
| Fowler | F-2 | d-29 | Between Main St. and 6th St., Park Ave. and Grant | Fowler City Park and water tower | | | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|---------------------|------------------------------|---------------------------------|-----------------------------------|--|--------------------|-------------|--|
| Fowler | F-2 | d-30 | 114 E. Cranston Ave. | Fire department, city hall and library | | 1925 | FE |
| Fowler | F-2 | d-31 | 101 Main St. | Corner Gas Station | | 1925 | FE |
| Fowler | F-2 | d-32 | Railroad tracks and SH 167 | Fowler Grain | | | FE |
| Fowler | F-2 | d-33 | 34633 SH 167 | Two-story foursquare house | | 1894 | FE |
| Fowler | F-2 | d-34 | 101 E. Santa Fe Ave. | Fowler Santa Fe depot | 5OT.292 | 1913 | OE |
| Fowler | F-2 | d-35 | 34413 SH 167 | Edwardian house | | 1900 | FE |
| Fowler | F-2 | d-36 | 34431 SH 167 | Colonial Revival house | | 1910 | FE |
| Fowler | F-2 | d-37 | Corner of Cranston and 6th St. | Automotive service center | | 1947 | FE |
| Fowler | F-2 | d-38 | 206 E. Cranston Ave. (U.S. 50) | Cross & Son's Auto Parts | | 1945 | FE |
| Fowler | F-2 | d-39 | 208 E. Santa Fe Ave. | Jensen's Processing Co. | | 1948 | FE |
| Fowler | F-2 | d-40 | 104 5th St. | Herring residence | 5OT.945 | 1931 | FE |
| Fowler | F-2 | d-41 | 307 E. Cranston Ave. | Fowler Pool (WPA bath house) | | 1938, 1974 | FE |
| Fowler | F-2 | district | Florence between 2nd and 4th Sts. | Bungalow | | 1950s-1960s | FE |
| Fowler | F-2 | d-42 | U.S. 50 | Fowler Cemetery | | | FE |
| Fowler to Manzanola | F-2 | e-1 | Milepost 354.4 | U.S. 50 bridge over the Otero Canal (L-21-A) | | 1947 | FE |
| Fowler to Manzanola | F-2 | e-2 | KK Road | Kuhn site (agricultural) | | 1900 | FE |
| Manzanola | F-2 | f-1 | U.S. 50 | Grouping of commercial buildings | | 1920s | FE |
| Manzanola | F-2 | f-2 | 115 S. Railroad St. | Holland residence | | 1890 | FE |
| Manzanola | F-2 | f-3 | 402 W. 1st St. | D&D Starter Repair | | 1948 | FE |
| Manzanola | F-2 | f-4 | 319 W. 2nd St. | Lopez residence | | 1937 | FE |
| Manzanola | F-2 | f-5 | 109 Canal St. | Residence | | 1918 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|--|---|--------------------|----------------|--|
| Manzanola | F-2 | f-6 | Grand Ave. and 1st St. | Armory | | 1921 | FE |
| Manzanola | F-2 | f-7 | 121 Grand Ave. (and S. Railroad St. by Canal) | Abandoned commercial site | | 1920 | FE |
| Manzanola | F-2 | f-8 | 209 S. Park St. | 1 st Christian Church | | 1900 | FE |
| Manzanola | F-2 | f-9 | 114 Park St. | Clancy/ Megosa residence | | 1930 | FE |
| Manzanola | F-2 | f-10 | 101 1st St. | Commercial garage | | | FE |
| Manzanola | F-2 | f-11 | Canal and Washington (521 N. Canal) | Building with Greek Revival elements | | 1914 | FE |
| Manzanola | F-2 | f-12 | 212 N. Grand Ave. | Manzanola Santa Fe depot | 5OT.421 | 1913 | NR |
| Manzanola | F-2 | f-13 | Park and 1st Sts. | General Merchandise & Lumber | | | FE |
| Manzanola | F-2 | f-14 | 113 N. Park St. | Beauty shop | | 1906 | FE |
| Manzanola | F-2 | f-15 | CR 11.5 | Manzanola High School and Library | | 1921 | FE |
| Manzanola | F-2 | f-16 | 131 N. Park | Railway Hotel/ Manzanola Nazarene Church | | 1910 | FE |
| Manzanola | F-2 | f-17 | 300 N. Park St. | Colorado Food and Plant Co. | | | FE |
| Manzanola | F-2 | f-18 | Railroad and North Park, between Manzanola Trade Co. and canal | Seed company site | | | FE |
| Manzanola | F-2 | f-19 | 405 N. Park St. | Lopez residence | | 1905 | FE |
| Manzanola | F-2 | f-20 | North Park and Railroad Sts. (east of Park St.) | Manzanola Trading Co. | | 1904, 1953, | FE |
| Manzanola | F-2 | f-21 | 501 N. Park St. | Wilson residence | | 1890 | FE |
| Manzanola | F-2 | f-22 | 201 E. 1st St. | Vallejos residence | | | FE |
| Manzanola | F-2 | f-23 | 204 Beaty Ave. | Bruno residence | | 1910 | FE |
| Manzanola | F-2 | f-24 | SH 207 | Miller site (ranch) | | 1915 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------------|------------------------------|---------------------------------|---|------------------------------------|--------------------|------------------------|--|
| Manzanola | F-2 | f-25 | 120 S. Railroad St. | Zamora residence | | 1904 | FE |
| Manzanola | F-2 | f-26 | East of 11201 | Motor Company and cabins | | | FE |
| Manzanola | F-2 | f-27 | Walnut and Railroad (east end of Manzanola) | Adobe migrant housing | | 1930 | FE |
| Manzanola to Rocky Ford | F-2 | g-1 | Vroman | Building ruin | | 1905 | FE |
| Manzanola to Rocky Ford | F-2 | g-2 | CR 15 | Residence (abandoned) | | 1900 | FE |
| Rocky Ford | F-2 | h-1 | CR 17.5 | Barn | | 1900 | FE |
| Rocky Ford | F-2 | h-2 | CR 17.5 | Canal (structure) | | | FE |
| Rocky Ford | F-2 | h-3 | CR 17.5 | Canal (structure) | | | FE |
| Rocky Ford | F-2 | h-4 | U.S. 50 | House | | 1900 | FE |
| Rocky Ford | F-2 | h-5 | 18911 W. U.S. 50 | Rusler Implement Co. | | 1939 | FE |
| Rocky Ford | F-2 | h-6 | 102 Elm Ave. | Gas station | | 1947 | FE |
| Rocky Ford | F-2 | h-7 | 1st and Elm Ave., next to Smith's Corner | Merlino's Corner | | 1946 | FE |
| Rocky Ford | F-2 | h-8 | 1st and Elm Ave. | Smith's Corner | | 1946 | FE |
| Rocky Ford | F-2 | h-9 | 2nd and Railroad Sts. | Rocky Ford growers | | | FE |
| Rocky Ford | F-2 | h-10 | 214 Elm Ave. | Residence | | 1947 | FE |
| Rocky Ford | F-2 | h-11 | Elm and 2nd St. | Welcome Center Park and obelisk | | | FE |
| Rocky Ford | F-2 | district | Chestnut | Western Sugar Co. (American Sugar) | | 1900/ 1961/ 1992 | FE |
| Rocky Ford | F-2 | h-12 | 405 3rd St. | Dierks residence | | 1913 | FE |
| Rocky Ford | F-2 | h-13 | 404 3rd St. | Sanchez residence | | 1916 | FE |
| Rocky Ford | F-2 | h-14 | 410 3rd St. | Gomez residence | | 1920 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|-------------------------------------|---|--------------------|-------------|--|
| Rocky Ford | F-2 | h-15 | 405 Elm Ave. | McKeefe residence | | 1944 | FE |
| Rocky Ford | F-2 | h-16 | 4th and Elm Ave. | Gary's Auto Sales & Services | | | FE |
| Rocky Ford | Not shown (archaeo) | h-17 | 402 N. 4th St. | Residence (archaeo) | 5OT.960 | | ND |
| Rocky Ford | F-2 | h-18 | 415 Elm Ave. | Montoya residence | | 1937 | FE |
| Rocky Ford | F-2 | h-19 | 5th St. and Railroad Ave. | Rounded roof warehouse | | | FE |
| Rocky Ford | F-2 | h-20 | 208 5th St. (corner of Elm and 2nd) | Bender residence | | 1903 | FE |
| Rocky Ford | F-2 | h-21 | 503 Elm Ave. | Head residence | | 1920 | FE |
| Rocky Ford | F-2 | h-22 | 200 N. 6th St. | Sadler residence | | 1910 | FE |
| Rocky Ford | F-2 | h-23 | 204 N. 6th St. | Sadler residence | | 1910 | FE |
| Rocky Ford | F-2 | h-24 | 206 N. 6th St. | Sadler residence | | 1910 | FE |
| Rocky Ford | F-2 | h-25 | 303 S. 8th St. | Pickrel residence | | 1936 | FE |
| Rocky Ford | F-2 | h-26 | 510 N. 6th St. | Ruiz residence | | 1900 | FE |
| Rocky Ford | F-2 | h-27 | 708 Railroad Ave. | Hollar and Company Inc. | | 1925, 1948, | FE |
| Rocky Ford | F-2 | h-28 | 521 N. 6th St. | Lathrum residence | | 1900 | FE |
| Rocky Ford | F-2 | h-29 | 702 Elm Ave. | Rocky Ford Cooperative Creamery | 5OT.863 | 1914 | FE |
| Rocky Ford | F-2 | h-30 | 207 S. 8th St. | Sinding house | 5OT.111 | 1898 | FE |
| Rocky Ford | F-2 | h-31 | Milepost 355.2 | U.S. 50 bridge over the Rocky Ford Canal (L-22-I) | | 1934 | FE |
| Rocky Ford | F-2 | h-32 | 8th St. and Elm Ave. (801 or 807) | Residence | | | FE |
| Rocky Ford | F-2 | h-33 | S. 8th and Railroad Sts. | Hollar and Company Inc. | | 1925 | FE |
| Rocky Ford | F-2 | h-34 | 305-307 N. 8th St. | Ustick Funeral Home | | 1900, 1934, | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|--|--|--------------------|------------|--|
| Rocky Ford | F-2 | h-35 | 201 and 203 N. 9th St. | Commercial duplex | | 1900 | FE |
| Rocky Ford | F-2 | h-36 | 800 Elm Ave. | Auto clinic | | 1928 | FE |
| Rocky Ford | F-2 | h-37 | 411 N. 8th St. | Williams residence | | 1906 | FE |
| Rocky Ford | F-2 | h-38 | 405 S. Main St. | Grand Theatre | 5OT.577 | 1935 | SR |
| Rocky Ford | F-2 | h-39 | 501 N. 8th St. | Holt residence | | 1898 | FE |
| Rocky Ford | F-2 | h-40 | 503 N. 8th St. | J.H. Price house | 5OT.112 | 1900 | NR |
| Rocky Ford | F-2 | h-41 | 101 N. 9th St. | Glazed tile building | | | FE |
| Rocky Ford | F-2 | h-42 | 505 N. 8th St. | Residence | | 1898 | FE |
| Rocky Ford | F-2 | h-43 | 507 N. 8th St. | Clifford residence | | 1906 | FE |
| Rocky Ford | F-2 | h-44 | 307 N. 9th St. (phone book 301 N. 9th St.) | BPOE #1147 | | 1913 | FE |
| Rocky Ford | F-2 | h-45 | Railroad and Main | Rocky Ford Santa Fe depot | | 1906 | OE |
| Rocky Ford | F-2 | h-46 | 401 9th St. | Rocky Ford Post Office | | 1933-1941 | NR |
| Rocky Ford | F-2 | h-47 | 202 S. Main St. | Boys and Girls Club of the Lower Arkansas Valley | | 1892 | FE |
| Rocky Ford | F-2 | h-48 | 200 S. Main St. | I.O.O.F. Hall | | 1901-1902 | FE |
| Rocky Ford | F-2 | h-49 | 405 S. 10th St. | First Baptist Church | | 1900, 1916 | NR |
| Rocky Ford | F-2 | h-50 | 110 N. Main St. | First Prize Food Processing | | 1902-1957 | FE |
| Rocky Ford | F-2 | h-51 | 1005 Sycamore St. | Carnegie Public Library | 5OT.193 | 1908 | NR |
| Rocky Ford | F-2 | h-52 | 10th St. and Railroad Ave. | RR Express building | | 1907 | FE |
| Rocky Ford | F-2 | h-53 | 501 N. Main St. | El Capitan Lounge | 5OT.208 | 1894 | FE |
| Rocky Ford | F-2 | h-54 | West corner of 10th St. and Elm Ave. | Heil Bean Inc. | | Early 1900 | FE |
| Rocky Ford | F-2 | h-55 | 1011 Elm Ave. | Rocky Ford NAPA Auto Parts | | 1928 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|---------------------|------------------------------|---------------------------------|---|---|--------------------|-------------|--|
| Rocky Ford | F-2 | h-56 | 501 N. 10th St. | Residence | | 1908 | FE |
| Rocky Ford | F-2 | h-57 | 206 N. 12th St. | Vigil residence | | 1900 | FE |
| Rocky Ford | F-2 | h-58 | 204 N. 12th St. | Steir residence | | 1898 | FE |
| Rocky Ford | F-2 | h-59 | Railroad and 12th Sts. | Arkansas Valley Seeds | | 1920 | FE |
| Rocky Ford | F-2 | district | Bounded (generally) by Oak Ave. to the north, 8th St. to the west, 10th St. to the east, and Beech St. to the south | Arkansas Valley Fairgrounds | 5OT.457 | 1880s-1901 | NR |
| Rocky Ford | F-2 | h-60 | 407 N. 12th St. | Valley Wide Health Services, migrant center | | 1900 | FE |
| Rocky Ford | F-2 | h-61 | NE corner of 13th St. and (300 blk.) Elm Ave. | Porcelain tile industrial building | | 1950s-1960s | FE |
| Rocky Ford | F-2 | h-62 | 1300 or 1310 Elm Ave. (Cappuccino Coffee) | Commercial building with false front | | 1940 | FE |
| Rocky Ford | F-2 | h-63 | 1315 Elm Ave. | EDCO Metal Works | | 1940 | FE |
| Rocky Ford | F-2 | h-64 | 1500 Elm Ave. | Curve Court motel and neon sign | | 1940S | FE |
| Rocky Ford | F-2 | h-65 | 20443 CR EE.25 | Residence | | 1900 | FE |
| Rocky Ford | F-2 | h-66 | 20475 U.S. 50 | Griffin-Holder Co. house | | 1908 | FE |
| Rocky Ford | F-2 | h-67 | 2050 U.S. 50 | Residence | | 1905 | FE |
| Rocky Ford | F-2 | h-68 | CR 20.5 and CR EE.25 | Residence | | 1910 | FE |
| Rocky Ford to Swink | F-2 | j-1 | Milepost 373.6 | U.S. 50 bridge over Timpas Creek (L-22-AL) | | 1958 | FE |
| Swink | F-2 | j-2 | U.S. 50 at railroad tracks | Migrant worker housing | | 1930 | FE |
| Swink | F-2 | j-3 | CR 24 and CR CC | Residence | | 1900 | FE |
| Swink | F-2 | j-4 | CR 24 and U.S. 50 | Mary's Fruit Stand | | 1950 | FE |
| Swink | F-2 | j-5 | Milepost 374.1 | U.S. 50 underpass, BNSF Railway separation (L-22-H) | | 1928 | FE |
| Swink | F-2 | j-6 | U.S. 50 and railroad tracks | U.S. 50 pump house | | 1946 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|--|---|--------------------|------------|--|
| Swink | F-2 | j-7 | 323 Holly Ave. | Thompson residence | | 1934 | FE |
| Swink | F-2 | j-8 | 321 Holly Ave. | Andress residence | | 1906 | FE |
| Swink | F-2 | j-9 | 316 Columbia Ave. | Residence | | 1926 | FE |
| Swink | F-2 | j-10 | 302 Columbia Ave. | Post office | | 1947 | FE |
| Swink | F-2 | j-11 | 301 Columbia Ave. | Town hall | | 1910 | FE |
| Swink | F-2 | j-12 | 307 Columbia Ave. | Estrada-Martinez residence | | 1945 | FE |
| Swink | F-2 | j-13 | 309 Columbia Ave. | Boley residence | | 1950-1957 | FE |
| Swink | F-2 | j-14 | Columbia Ave. and 4th St. | Water tower | | N.D. | FE |
| Swink | F-2 | j-15 | 6th St. and Powers Ave. | School and New Deal gym | | 1954 | FE |
| Swink | F-2 | j-16 | East of town | Holly Sugar | | | FE |
| La Junta | F-2 | k-1 | Milepost 376.9 | U.S. 50 bridge over the Crooked Arroyo (westbound) (M-22-A) | | 1947 | FE |
| La Junta | F-2 | k-2 | Milepost 376.9 | U.S. 50 bridge over the Crooked Arroyo (eastbound) (M-22-K) | | 1955 | FE |
| La Junta | F-2 | k-3 | Bounded by U.S. 50 to the north, SH 10 and Dalton Ave. to the west, and Potter Dr. to the south and east | Fairview Cemetery | | | FE |
| La Junta | F-2 | district | U.S. 50 and Grant Ave. | Dean Pickle Food Co. Plant | | 1930/1949 | FE |
| La Junta | F-2 | k-4 | 901 W. 3rd St. | Southeast Colorado Power Assn. | | | FE |
| La Junta | F-2 | k-5 | 814 W. 3rd St. | Industrial building | | | FE |
| La Junta | F-2 | k-6 | 716 W. 2nd St. | Carrillo residence | | 1896 | FE |
| La Junta | F-2 | k-7 | 714 W. 2nd St. | Duplex | | 1922 | FE |
| La Junta | F-2 | k-8 | 302 Maple Ave. | Mt. Zion Baptist Church | | 1919 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|---|---|--------------------|---------------|--|
| La Junta | F-2 | k-9 | 202 Lincoln Ave. 3rd and Maple (Tax Assessor) | Our Lady of Guadalupe Roman Catholic Church | | 1923, 1926, | FE |
| La Junta | F-2 | k-10 | 502 W. 5th St. | Whitfield residence | | 1897 | FE |
| La Junta | F-2 | k-11 | 317 Lincoln Ave. | Rangel residence | | 1900 | FE |
| La Junta | F-2 | k-12 | 309 Lincoln Ave. | Rosales residence | | 1900 | FE |
| La Junta | F-2 | k-13 | 321 Lincoln Ave. | Trantham residence | | 1900 | FE |
| La Junta | F-2 | k-14 | 416 2nd St. | Ly 2-story apartment building | | 1900 | FE |
| La Junta | F-2 | k-15 | 403 W. 3rd St. | Star Drive-In Cleaners | | 1936 | FE |
| La Junta | F-2 | k-16 | 210 Carson Ave. (West side) | Norton apartment house | | 1900 | FE |
| La Junta | F-2 | k-17 | 122 Carson Ave. (West side) | Aragon residence | 5OT.115 | 1906 | FE |
| La Junta | F-2 | k-18 | 324 Carson Ave. | Simpson residence | | 1900 | FE |
| La Junta | F-2 | k-19 | 314 4th St. W. | Jackson residence | | 1902 | FE |
| La Junta | F-2 | k-20 | 303 W. 1st St. | WWF Feed & Supply/Atchison, Topeka and Santa Fe freight depot | | 1880 | FE |
| La Junta | F-2 | k-21 | 318 Belleview Ave. | Cardenas residence | | 1900 | FE |
| La Junta | F-2 | k-22 | 217 Belleview Ave. | Dubois residence | | 1900 | FE |
| La Junta | F-2 | k-23 | 315 Belleview Ave. | Daves residence | | 1897 | FE |
| La Junta | F-2 | k-24 | 1st and Belleview | Power plant | | | FE |
| La Junta | F-2 | k-25 | 401 Belleview Ave. | Carr residence | | 1897 | FE |
| La Junta | F-2 | k-26 | 214 W. 3rd St. | Adobe building | | 1898 | FE |
| La Junta | F-2 | k-27 | 213 W. 3rd St. | Ruby's Auto Body | | 1927/ 1950 | FE |
| La Junta | F-2 | k-28 | 221 W. 4th St. | Rosa residence | | 1904 | FE |
| La Junta | F-2 | k-29 | 306 San Juan Ave. | Colosimo residence | | 1900 | FE |
| La Junta | F-2 | k-30 | 421/427 San Juan Ave. | Hibbs apartment house | | 1910 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|---------------------------|--------------------------------------|--------------------|------------|--|
| La Junta | F-2 | k-31 | 122 San Juan Ave. | Old auto body shop | | 1940-1958 | FE |
| La Junta | F-2 | k-32 | 121 W. 2nd St. | R&J's Auto Body | | 1910 | FE |
| La Junta | F-2 | k-33 | 117 W. 2nd St. | Ron's Sign Shop | | 1900 | FE |
| La Junta | F-2 | k-34 | W 1st St. | Railroad office | | 1880-1910 | FE |
| La Junta | F-2 | k-35 | 4th and Colorado Ave. | La Junta post office | 5OT.94 | 1916 | NR |
| La Junta | F-2 | k-36 | 1 W. 1st St. | Railroad office | | 1880-1910 | FE |
| La Junta | F-2 | k-37 | 123 Colorado Ave. | Kit Carson Lounge | 5OT.468 | 1901 | SR |
| La Junta | F-2 | k-38 | 17 E. 3rd St. | Service station/retail store | | 1934 | FE |
| La Junta | F-2 | k-39 | 309 Raton Ave. | Gonzales residence | | 1928 | FE |
| La Junta | F-2 | k-40 | 311 Raton Ave. | Gonzales residence | | 1915 | FE |
| La Junta | F-2 | k-41 | 315 Raton Ave. | Johnston residence | | 1900 | FE |
| La Junta | F-2 | k-42 | 317 and 319 Raton Ave. | Fraley bungalow duplex | | 1905 | FE |
| La Junta | F-2 | k-43 | 321 Raton Ave. | Nesselhuf residence | | 1905 | FE |
| La Junta | F-2 | k-44 | 424 Raton Ave. (lots 1-5) | U-shaped community (multiple owners) | | 1936 | FE |
| La Junta | F-2 | k-45 | 111 E. 4th St. | Parker residence | | 1900 | FE |
| La Junta | F-2 | k-46 | 114 Cimarron Ave. | Sno White Linen and Uniform | | 1915 | FE |
| La Junta | F-2 | k-47 | 306 Cimarron Ave. | Collier residence | | 1900 | FE |
| La Junta | F-2 | k-48 | 312 Cimarron Ave. | Marquez residence | | 1904 | FE |
| La Junta | F-2 | k-49 | 313 Cimarron Ave. | Pan residence | | 1897 | FE |
| La Junta | F-2 | k-50 | 301 Cimarron Ave. | Lane residence | | 1918 | FE |
| La Junta | F-2 | k-51 | 221 Cimarron Ave. | Freidenberger residence | | 1894 | FE |
| La Junta | F-2 | k-52 | 213 Cimarron Ave. | Brindle residence | | 1888 | FE |
| La Junta | F-2 | k-53 | 1st and Smithland Ave. | La Junta Mill and Elevator Co. | | 1889, 1929 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|--------------------------------|---|--------------------|------------|--|
| La Junta | F-2 | k-54 | 402 Smithland Ave. | Rosales residence | | 1897 | FE |
| La Junta | F-2 | k-55 | 412 Smithland Ave. | Residence Housing Authority | | 1900 | FE |
| La Junta | F-2 | k-56 | 306 Smithland Ave. | Residence | | 1920-1923 | FE |
| La Junta | F-2 | k-57 | 418 Smithland Ave. | Apodaca-Martinez residence | | 1887 | FE |
| La Junta | F-2 | k-58 | 302 Smithland Ave. | Guerrero residence | | 1909, 1920 | FE |
| La Junta | F-2 | k-59 | 422 Smithland Ave. | Campbell-Maraleta residence | | 1920 | FE |
| La Junta | F-2 | k-60 | 205 Smithland Ave. | Victory Chapel | | 1950 | FE |
| La Junta | F-2 | k-61 | 301 3rd St. and Smithland Ave. | Car care center | | 1928 | FE |
| La Junta | F-2 | k-62 | 305 E. 2nd St. | Martinez residence | | 1898 | FE |
| La Junta | F-2 | k-63 | 308 E. 2nd St. | Rivera residence | | 1918 | FE |
| La Junta | F-2 | k-64 | 403 E. 3rd St. | Commercial and apartments | | 1903 | FE |
| La Junta | F-2 | k-65 | 222 Steen Ave. | 2-story apartment house | | 1892 | FE |
| La Junta | F-2 | k-66 | 214 and 214 ½ Steen Ave. | Residence | | 1908-1928 | FE |
| La Junta | F-2 | k-67 | 411 E. 3rd St. | Storage business with false front | | 1936 | FE |
| La Junta | F-2 | k-68 | 205 Lewis Ave. | Residence | | 1898 | FE |
| La Junta | F-2 | k-69 | 201 Lewis Ave. | El Rincon | | 1918 | FE |
| La Junta | F-2 | k-70 | 211 Lewis Ave. | Residence | | 1900 | FE |
| La Junta | F-2 | k-71 | 607 E. 2nd St. | Bogie Farm Golf Shop (commercial/residential) | | 1948 | FE |
| La Junta | F-2 | k-72 | 208 Harriet Ave. | Jimenez residence | | 1913 | FE |
| La Junta | F-2 | k-73 | 216 Harriet Ave. | Diaz residence | | 1929 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|------------------------|------------------------------|---------------------------------|---|--|--------------------|------------|--|
| La Junta | F-2 | k-74 | 218 Harriet Ave. | Duran residence | | 1910 | FE |
| La Junta | F-2 | k-75 | 302 Harriet Ave. | Guerrero residence | | 1908 | FE |
| La Junta | F-2 | k-76 | 716 E. 2nd St. | Residence | | 1896 | FE |
| La Junta | F-2 | k-77 | 714 E. 2nd St. | Residence | | 1922 | FE |
| La Junta | F-2 | k-78 | 717 E. 2nd St. | Jack's Body Shop | | 1934 | FE |
| La Junta | F-2 | k-79 | 202 Bradish Ave. | Giltner residence | | 1946 | FE |
| La Junta | F-2 | k-80 | 121 Bradish Ave. | R & M Enterprise | | 1949 | FE |
| La Junta | F-2 | k-81 | 1021 E. 3rd St. | Water plant | | | FE |
| La Junta | F-2 | k-82 | 1202 E. 3rd St. | The Old Volks Home | | 1947 | FE |
| La Junta | F-2 | k-83 | East of SH 109 | Otero Ditch tunnel | | | FE |
| La Junta | F-2 | k-84 | 30245 U.S. 50 | Winter Livestock Co. and feed lots | | 1960 | FE |
| La Junta | F-2 | k-85 | Milepost 381.9 | U.S. 50 bridge over the Otero Canal (M-23-J) | | 1957 | FE |
| La Junta to Las Animas | F-2 | l-1 | Milepost 382.8 | U.S. 50 bridge over the Thompson Arroyo (westbound) (M-23-A) | | 1931 | FE |
| La Junta to Las Animas | F-2 | l-2 | Milepost 382.8 | U.S. 50 bridge over the Thompson Arroyo (eastbound) (M-23-E) | | 1957 | FE |
| La Junta to Las Animas | Not shown (archaeo) | l-3 | | Archaeo | 50T.2 | | ND |
| La Junta to Las Animas | Not shown (archaeo) | l-4 | | Archaeo | 50T.3 | | ND |
| La Junta to Las Animas | F-2 | district | Milepost 387.0 on the north side of U.S. 50 | Bent's Old Fort National Historic Site | 50T.149 | | OE |
| La Junta to Las Animas | Not shown (archaeo) | l-5 | Sandhill site | Archaeo | 50T.141 | | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|------------------------|------------------------------|---------------------------------|--|--|--------------------|------------|--|
| La Junta to Las Animas | Not shown (archaeo) | I-6 | Prairie Dog site | Archaeo | 5OT.534 | | FE |
| La Junta to Las Animas | Not shown (archaeo) | I-7 | | Archaeo | 5OT.536 | | FE |
| Las Animas | F-3 | m-1 | U.S. 50 | Old U.S. 50 segment | | 1950 | FE |
| Las Animas | F-3 | m-2 | U.S. 50 | Las Animas/ Bent County Fairgrounds | | | FE |
| Las Animas | F-3 | m-3 | 1436 6th St. | Residence | | | FE |
| Las Animas | F-3 | m-4 | 655 Cottonwood | Moore residence | 5BN.511 | 1922 | FE |
| Las Animas | F-3 | m-5 | 1214 Ambassador Thompson Blvd. | Bent County High School and cottages | 5BN.382 | 1913 | OE |
| Las Animas | F-3 | m-6 | 1215 6th St. | Residence | | | FE |
| Las Animas | F-3 | m-7 | 511 Ambassador Thompson Blvd. | Jenkins Auto | | | FE |
| Las Animas | F-3 | m-8 | Ash Ave. and Ambassador Thompson Blvd. | St. Paul Lutheran Church | | | FE |
| Las Animas | F-3 | m-9 | 944 6th St. | Residence | | | FE |
| Las Animas | F-3 | m-10 | 939 6th St. | Samuelson residence | | 1900 | FE |
| Las Animas | F-3 | m-11 | 924 6th St. | Residence | | | FE |
| Las Animas | F-3 | m-12 | 919 6th St. | Vandiver residence | | 1900 | FE |
| Las Animas | F-3 | m-13 | 628 Vine Ave. | Residence | | | FE |
| Las Animas | F-3 | m-14 | 616 Vine Ave. | Residence | | | FE |
| Las Animas | F-3 | m-15 | 904 6th St. | Residence | | | FE |
| Las Animas | F-3 | m-16 | 802 Ambassador Thompson Blvd. | Residence | | | FE |
| Las Animas | F-3 | m-17 | 828 6th St. | Rhodes residence | | 1908 | FE |
| Las Animas | F-3 | m-18 | 821 6th St. | Residence | | | FE |
| Las Animas | F-3 | m-19 | 805 5th St. | Residence | | | FE |
| Las Animas | F-3 | m-20 | 624 Maple Ave. | Residence | | | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|--|---|--------------------|------------|--|
| Las Animas | F-3 | m-21 | 648 Maple Ave. | Residence | | | FE |
| Las Animas | F-3 | m-22 | 634 Maple Ave. | Residence | | | FE |
| Las Animas | F-3 | m-23 | 625 Maple Ave. | Abensham residence | | 1904 | FE |
| Las Animas | F-3 | m-24 | 629 Maple Ave. | Residence | | | FE |
| Las Animas | F-3 | m-25 | 627 Maple Ave. | Residence | | | FE |
| Las Animas | F-3 | m-26 | 660 Maple Ave. | Residence | | | FE |
| Las Animas | F-3 | m-27 | 746 5th St. | Bingham Dean residence | | 1898 | FE |
| Las Animas | F-3 | m-28 | 704 5th St. | Residence | | | FE |
| Las Animas | F-3 | m-29 | 505 Locust Ave. | Graham house | 5BN.453 | 1900 | SR |
| Las Animas | F-3 | m-30 | 6th and Locust Ave. | Former Episcopal church (Victory Outreach) | | | FE |
| Las Animas | F-3 | m-31 | 502 Locust Ave. | Las Animas Christian Church | 5BN.449 | 1920 | NR |
| Las Animas | F-3 | m-32 | 546 5th St. | B.T. Clough residence | | 1900 | FE |
| Las Animas | F-3 | m-33 | 513 6th St. | Las Animas post office | | | NR |
| Las Animas | F-3 | m-34 | 653 Elm Ave. | Residence | | | FE |
| Las Animas | F-3 | m-35 | 638 Elm Ave. | St. Mary's Church complex | | 1950-1960 | FE |
| Las Animas | F-3 | m-36 | 801 Carson Ave. | Atchison, Topeka and Santa Fe freight depot | 5BN.480 | 1900-1920s | FE |
| Las Animas | F-3 | m-37 | 510 Carson Ave. | Weber Chevrolet Company | 5BN.489 | 1926 | FE |
| Las Animas | F-3 | m-38 | 506 Carson Ave. | King Solomon Lodge | 5BN.452 | 1909-1918 | SR |
| Las Animas | F-3 | district | 6th St. odd and even sides | Las Animas downtown | 5BN.544 | 1900s | OE |
| Las Animas | F-3 | m-39 | 725 Carson Ave. | Bent County Courthouse and Jail | 5BN.99 | 1886-1989 | NR |
| Las Animas | F-3 | m-40 | SH 101 | D-Arcangelis house | | 1915 | FE |
| Las Animas | F-3 | m-41 | 300 block of 3rd St. (3rd St. and Bent Ave.) | VFW Hall | | 1938-1939 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|---------------------|------------------------------|---------------------------------|---|--|--------------------|------------|--|
| Las Animas | F-3 | m-42 | 221 U.S. 50 | Liquor store | | | FE |
| Las Animas | F-3 | m-43 | 333 8th St. and Railroad | Las Animas Santa Fe depot | 5BN.415 | 1908 | SR |
| Las Animas | F-3 | m-44 | 316 Bent Ave. | Commercial front | 5BN.472 | | FE |
| Las Animas | F-3 | m-45 | 104 Bent Ave. | Freedom Bail Bonds/gas station | | 1955 | FE |
| Las Animas | F-3 | m-46 | 560 Bent Ave. | I.O.O.F. Hall, Lodge No. 11 | 5BN.466 | 1889 | FE |
| Las Animas | F-3 | m-47 | Corner of 3rd and U.S. 50 | Auto dealership | | | FE |
| Las Animas | F-3 | m-48 | 8th and Carson | Fort Lyon Canal Company building | | 1950 | FE |
| Las Animas | F-3 | m-49 | Bet Vigil Ave. and Bent Ave. on 9th St. | Kit Carson Museum | 5BN.475 | | FE |
| Las Animas to Lamar | F-3 | n-1 | U.S. 50 | Barn | | 1905 | FE |
| Las Animas to Lamar | F-3 | n-2 | U.S. 50 | Farmstead | | 1920s | FE |
| Las Animas to Lamar | Not shown (archaeo) | n-3 | | Santa Fe Trail segment (archaeo) | 5BN.391 | | FE |
| Las Animas to Lamar | F-3 | n-4 | U.S. 50 | Residence | | 1900 | FE |
| Las Animas to Lamar | F-3 | n-5 | Milepost 410.1 | U.S. 50 bridge over the McCrae Arroyo (L-24-L) | | 1937 | FE |
| Las Animas to Lamar | F-3 | n-6 | Town limits | Higley Gems | | | FE |
| Las Animas to Lamar | F-3 | n-7 | CR 24 | Clave Farmstead | | 1900 | FE |
| Las Animas to Lamar | F-3 | n-8 | 101 Main St. | Hasty post office/ Mercantile | 5BN.389 | 1900-1909 | FE |
| Las Animas to Lamar | F-3 | n-9 | U.S. 50 and CR 26 | Farmstead | | | FE |
| Las Animas to Lamar | F-3 | n-10 | Milepost 418.1 | U.S. 50 bridge over a draw | | 1937 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|---------------------|------------------------------|---------------------------------|------------------------------------|---|-------------------------------|------------|--|
| | | | | (L-25-E) | | | |
| Las Animas to Lamar | F-3 | n-11 | U.S. 50 | Barn | | 1900 | FE |
| Las Animas to Lamar | F-3 | n-12 | Milepost 419.7 | U.S. 50 bridge over Limestone Creek (L-25-N) | | 1937 | FE |
| Las Animas to Lamar | F-3 | n-13 | U.S. 50 | Farmstead | | | FE |
| Las Animas to Lamar | F-3 | n-14 | U.S. 50 | Barn | | 1900 | FE |
| Las Animas to Lamar | F-3 | n-15 | U.S. 50 | Farmstead | | 1920 | FE |
| Las Animas to Lamar | F-3 | n-16 | U.S. 50 and CR 33.5 | Building | | 1890 | FE |
| Lamar to Granada | F-4 | o-1 | Milepost 439.8 | U.S. 50 bridge over the Willow Creek overflow (L-26-X) | | 1936 | FE |
| Lamar to Granada | F-4 | o-2 | U.S. 50 | Farmhouse | | 1900 | FE |
| Lamar to Granada | F-4 | o-3 | CR 16 | Roosevelt School | | 1923 | FE |
| Lamar to Granada | Not shown (archaeo) | o-4 | | Carlton town site (archaeo) | 5PW.47 | | ND |
| Granada | F-4 | district | West Amache Road/CR FF and CR 23.5 | Granada Relocation Center National Historic Landmark (a.k.a., Camp Amache) [water storage structure (archaeo)] ^d | 5PW.48 [5PW.103] ^d | 1942 | NHL |
| Granada | F-4 | p-1 | Off U.S. 50 | Residence | | 1905 | FE |
| Granada | F-4 | p-2 | U.S. 50 | Cabins | | 1925 | FE |
| Granada | F-4 | p-3 | U.S. 50 | Gas station | | 1940 | FE |
| Granada | F-4 | p-4 | 104 Main St. | Granada Masonic Lodge | | 1889 | FE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|---------------------|------------------------------|---------------------------------|---|--|--------------------|---------------|--|
| Granada | F-4 | p-5 | 106 Goff Ave. (U.S. 50) | McMillan Barbershop | | 1930 | FE |
| Granada | Not shown (archaeo) | p-6 | | Old Granada Site (archaeo) | 5PW.49 | | ND |
| Granada | F-4 | p-7 | U.S. 50 east of town | Southeastern Colorado Cooperative | | | FE |
| Granada | F-4 | p-8 | | X-Y Ranch Headquarters | | | FE |
| Granada to Holly | F-4 | q-1 | U.S. 50 | Residence | | 1910 | FE |
| Granada to Holly | F-4 | q-2 | Milepost 455.6 | U.S. 50 bridge over Granada Creek (L-27-M) | | 1933 | FE |
| Granada to Holly | F-4 | q-3 | Milepost 456.0 | U.S. 50 overpass, BNSF Railway separation (L-28-C) | | 1933 | FE |
| Granada to Holly | F-4 | q-4 | U.S. 50 | Gateway Downs (horseracing track, not in use) | | | FE |
| Holly | F-4 | r-1 | CR 34 | Residence | | 1905 | FE |
| Holly | F-4 | r-2 | 107-109 N. 5th St. | Entz residence | | 1926 | FE |
| Holly | F-4 | r-3 | 105 N. 5th St. | Holly Christian Church | | | FE |
| Holly | F-4 | r-4 | 205 5th St. | I.O.O.F. Hall | | 1949 | FE |
| Holly | F-4 | r-5 | 411 W. Colorado | Holly United Methodist Church | | 1929 | FE |
| Holly | F-4 | r-6 | 504 W. Buffalo St. | Sitts residence | | 1910 | FE |
| Holly | F-4 | r-7 | 201 N. Main St. | Shanner Elementary | | 1920- 1922 | FE |
| Holly | F-4 | r-8 | 508 W. Buffalo St. | Golden residence | | 1948 | FE |
| Holly | F-4 | r-9 | 302 S. Main St. | Holly Santa Fe depot | 5PW.73 | 1912 | NR |
| Holly | F-4 | r-10 | South of the intersection of Vinson St. and Main St. | Holly Barn | | | OE |

| Property Location | Figure Location ^a | Figure Site Number ^b | Address | Property Name | Smithsonian Number | Built Date | National Register Eligibility ^c |
|-------------------|------------------------------|---------------------------------|--|--------------------------------|--------------------|------------|--|
| Holly | F-4 | r-11 | 115 S. Main St. (west side) | Holly Theatre | | 1908 | FE |
| Holly | F-4 | r-12 | Across from 201 N. Main St. | Holly Gymnasium | | 1937 | NR |
| Holly | F-4 | r-13 | 130 S. Main St. (eastside) | L-M Healthmart & Variety | | 1900 | FE |
| Holly | F-4 | r-14 | Santa Fe (2nd building east of Main St.) | Leiker Mercantile | | Early 1900 | FE |
| Holly | F-4 | r-15 | 119 E. Cheyenne Ave. | Holly City Hall and Library | 5PW.175 | 1938 | NR |
| Holly | F-4 | r-16 | 105 S. 2nd St. | Harrington residence | | 1918 | FE |
| Holly | F-4 | r-17 | | Grain complex | | 1910 | FE |
| Holly | F-4 | r-18 | 109 S. 1st St. | Residence | | | FE |
| Holly | F-4 | r-19 | | Horse ranch complex | | 1900 | FE |
| Holly | F-4 | r-20 | SH 89 and railroad | Southeast Colorado Cooperative | | 1950-1951 | FE |
| Holly | F-4 | r-21 | U.S. 50 | Willett's house | | 1950 | FE |
| Holly Transition | F-4 | s-1 | Near milepost 467 | Hadley rest area | | 1960 | FE |
| Holly Transition | Not shown (archaeo) | s-2 | | Trail City town site (archaeo) | 5PW.53 | | ND |

^aFigure in Appendix F where the location of the historic resource is presented – the location of archaeological resources have not been shown on these maps to protect these resources

^bSite number of the resource on the figures presented in Appendix F

^cNational Register eligibility: NHL=National Historic Landmark, NR=National Register, SR=State Register, OE=Officially Determined Eligible, FE=Field Eligible, ND=Needs Data, and Natl. Trail=Nationally Recognized Trail

^dContributing element to the resource listed

Table E-2. Linear Resources by Location

| Resource Location (County) | Figure Location ^a | Resource Name | Smithsonian Number | Canal Decree | National Register Eligibility ^b |
|----------------------------|------------------------------|---|--------------------|-----------------------|--|
| Pueblo | F-1 | Excelsior Ditch | | 12/31/1861 | FE |
| Pueblo and Otero | F-1, F-2 | Rocky Ford Highline Canal | | 1/06/1890 | FE |
| Pueblo and Otero | F-1 | Oxford Farmers Ditch | | Pre-1884 | FE |
| Otero | F-2 | Otero Canal | | 3/03/1890 | FE |
| Otero | F-2 | Catlin Canal | 5OT120, 5OT120.1 | 12/03/1884, 4/10/1875 | FE |
| Otero | F-2 | Main Leach Canal | | NA | FE |
| Otero | F-2 | Rocky Ford Canal | | 5/15/1874 | FE |
| Bent | F-3 | Jones Ditch | | Ca. 1896 | FE |
| Bent | F-3 | Consolidated Ditch | | Ca. 1884 | FE |
| Bent | F-3 | Las Animas Town Ditch | | 3/07/1884 | FE |
| Otero, Bent and Prowers | F-2, F-3, F-4 | Fort Lyon Canal | | 4/15/1884 | FE |
| Bent | F-3 | McClave Ditch | | Ca. 1884 | Cont. |
| Bent | F-3 | Sunflower Ditch | | Ca. 1884 | Cont. |
| Bent and Prowers | F-4 | Riverview Ditch | | Ca. 1884 | Cont. |
| Bent | F-3 | Lubers Drainage Ditch | | NA | FE |
| Bent | F-3 | Miller's Ditch [ditch feature] ^c | | NA | FE |
| Bent | F-3 | Arkansas River Levee at Las Animas | | NA | FE |
| Bent and Prowers | F-4 | Amity Canal | | 2/21/1887 | FE |
| Prowers | F-4 | Vista Del Rio Ditch | | Ca. 1884 | FE |
| Prowers | F-4 | Lamar Canal | | 11/30/1875 | FE |
| Prowers | F-4 | Manvel Canal | | 10/14/1890 | FE |
| Prowers | F-4 | X-Y Canal | | 7/22/1889 | FE |
| Prowers | F-4 | Granada Ditch | | 7/22/1889 | Cont. |
| Prowers | F-4 | Buffalo Canal | | 1/29/1885 | FE |
| Prowers | F-4 | Holly Ditch | | Ca. 1885 | Cont. |
| Otero, Bent and Prowers | F-2, F-3, F-4 | Santa Fe National Historic Trail [trail segment] ^c | 5BN.391 (segment) | | Natl. Trail |

| Resource Location (County) | Figure Location ^a | Resource Name | Smithsonian Number | Canal Decree | National Register Eligibility ^b |
|---------------------------------|------------------------------|--|--|--------------|--|
| Pueblo, Otero, Bent and Prowers | All Figures | Atchison, Topeka and Santa Fe railroad (currently BNSF Railway) [trestle, trestle, other railroad resource] ^c | 5PW152, 5PW152.1, 5PW152.2, 5PW152.3 (ONE), 5PW152.4 | | OE |

Ca.=Circa

^aFigure in Appendix F where the location of the property is presented

^bNational Register eligibility: NHL=National Historic Landmark, NR=National Register, SR=State Register, OE=officially determined eligible, FE=field eligible, ND=needs data, Cont.=contributing archaeological resource, and Natl.

Trail=Nationally Recognized Trail. Some canals were found to be officially not eligible as archaeological sites during the mid-20th century. However, these properties should be reevaluated as historic built environment resources during Tier 2 studies.

^cContributing element to the resource listed

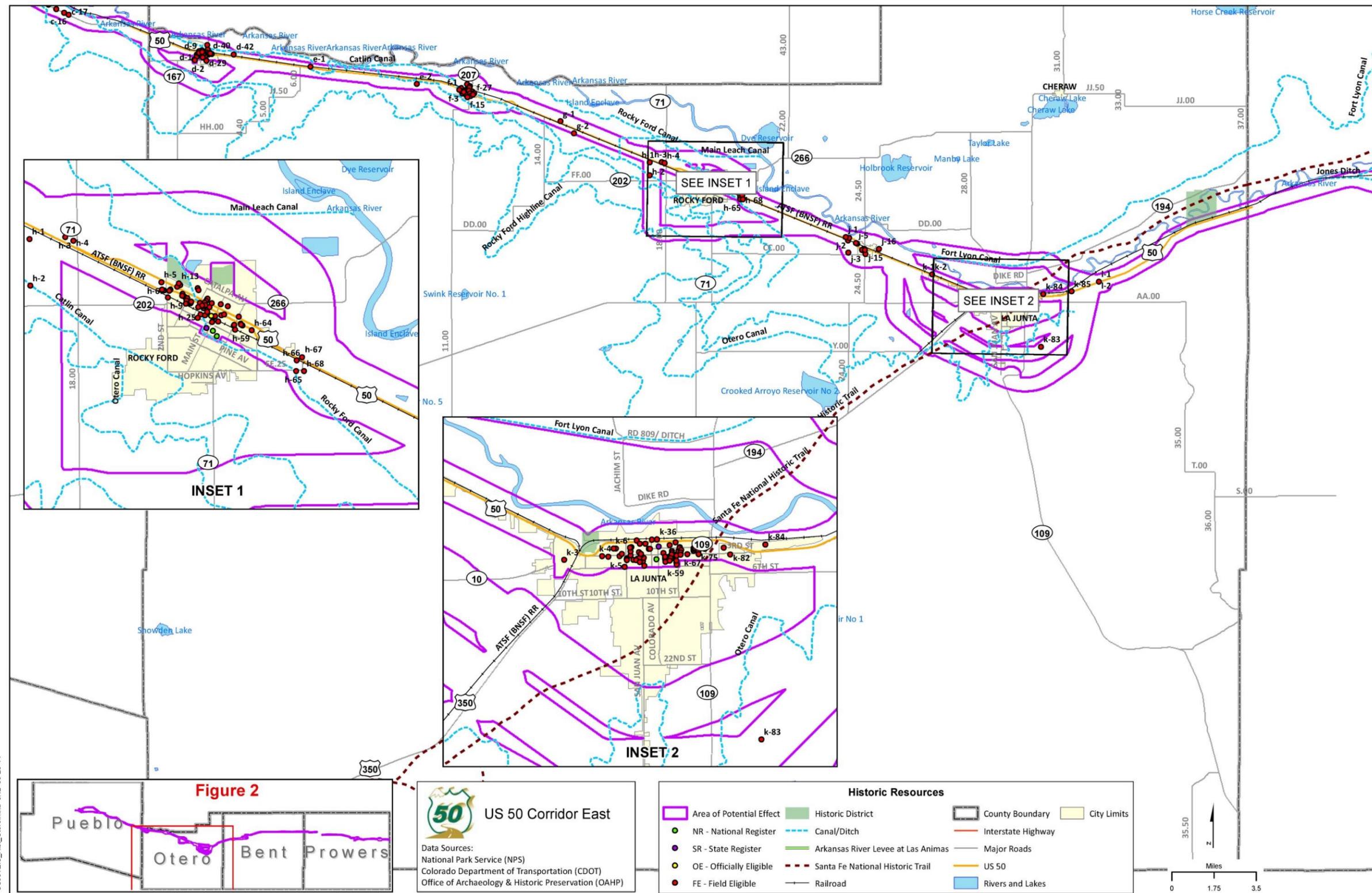
Appendix F. Figures (F-1 through F-4)

The following maps show direct effects (i.e., impacts) to historic and linear resources by county. Archaeological resources are not shown on the maps to protect their locations.

- Figure F-1. Historic Resources—Pueblo County
- Figure F-2. Historic Resources—Otero County
- Figure F-3. Historic Resources—Bent County
- Figure F-4. Historic Resources—Prowers County

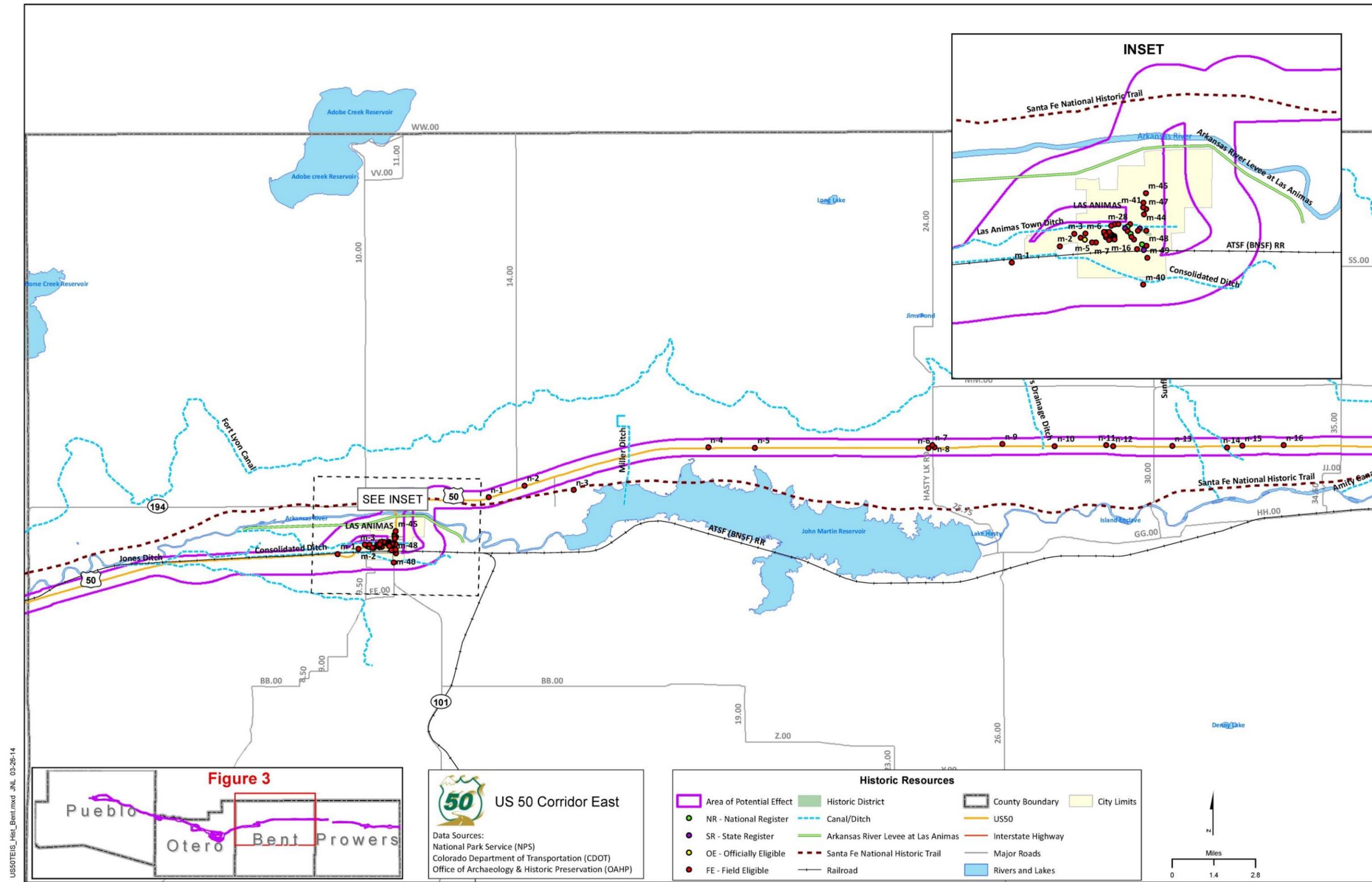
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Figure F-2. Historic Resources—Otero County



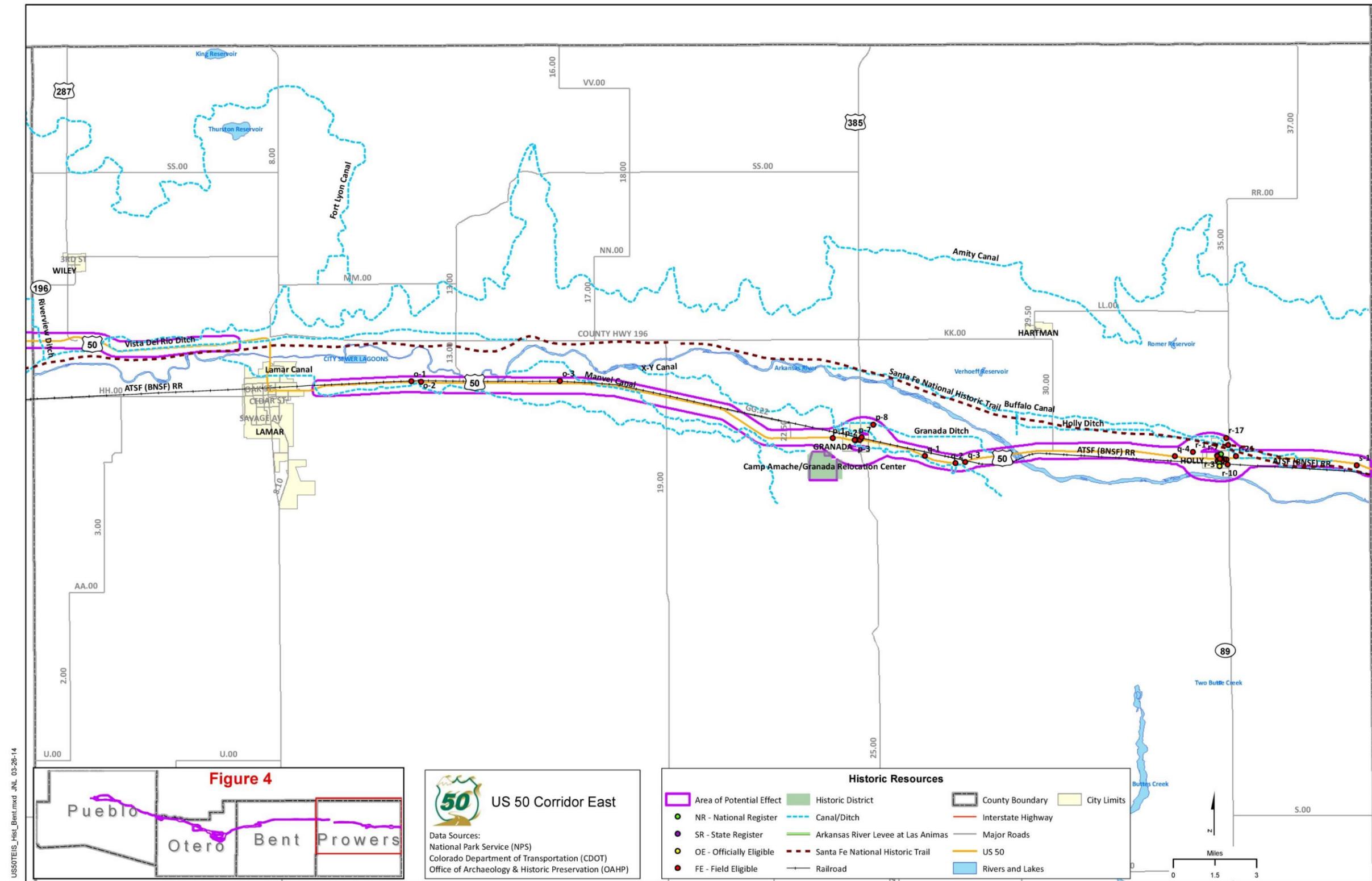
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Figure F-3. Historic Resources—Bent County



US50TEIS_Hist_Bent.mxd JNL 03-26-14

Figure F-4. Historic Resources—Prowers County



USS0TEIS_Hist_Bent.mxd_JNL_03-26-14