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4.7 *Historic Preservation*

Historic and archaeological resources encompass man-made features and physical remains of past human activity, generally at least 50 years old. A 45-year age threshold was adopted for the Valley Highway Project to account for the time between design and construction. Historic resources include buildings, bridges, railroads, roads, and other structures. Archaeological resources are often buried and include artifacts and features associated with prehistoric Native American occupation, but can also include historical (Euro-American) artifacts, features, and ruins.

Significant historic and archaeological resources are afforded consideration by Section 106 of the National Historic Preservation Act of 1966, as amended, as well as Section 4(f) of the Department of Transportation Act of 1966. Significant historic and archaeological resources are those that are listed or eligible for inclusion on the National Register of Historic Places (NRHP). Sites qualifying for the NRHP must retain sufficient integrity (of location, design, setting, materials, workmanship, feeling, and association) and meet one or more of the eligibility criteria specified in 36 CFR 60.4. To merit NRHP-eligibility, a site must meet one or more of the following criteria:

- A. Be associated with events that have made a significant contribution to the broad patterns of our history
- B. Be associated with the lives of persons significant in our past
- C. 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
- D. Have yielded, or may be likely to yield, information important in prehistory or history

Important historic and archaeological resources must be identified and considered during planning for federally-assisted transportation projects, in accordance with Section 106 of the National Historic Preservation Act. The Section 106 review process consists of the following steps:

- Define an Area of Potential Effect (APE)
- Identify historic and archaeological resources through a file search and field surveys
- Evaluate the significance of historic and archaeological resources by applying the NRHP criteria
- Assess impacts to significant (NRHP-eligible or listed) resources by applying the criteria of adverse effects
- Consult with the State Historic Preservation Officer (SHPO) and consulting parties concerning NRHP-eligibility findings and determinations of effect
- Resolve adverse effects, in consultation with the SHPO, consulting parties and the Advisory Council on Historic Preservation

Important historic and archaeological resources are also afforded protection by Section 4(f) of the Department of Transportation Act of 1966 (see **Chapter 5 Section 4 (f) Evaluation**).

4.7.1 Current Conditions

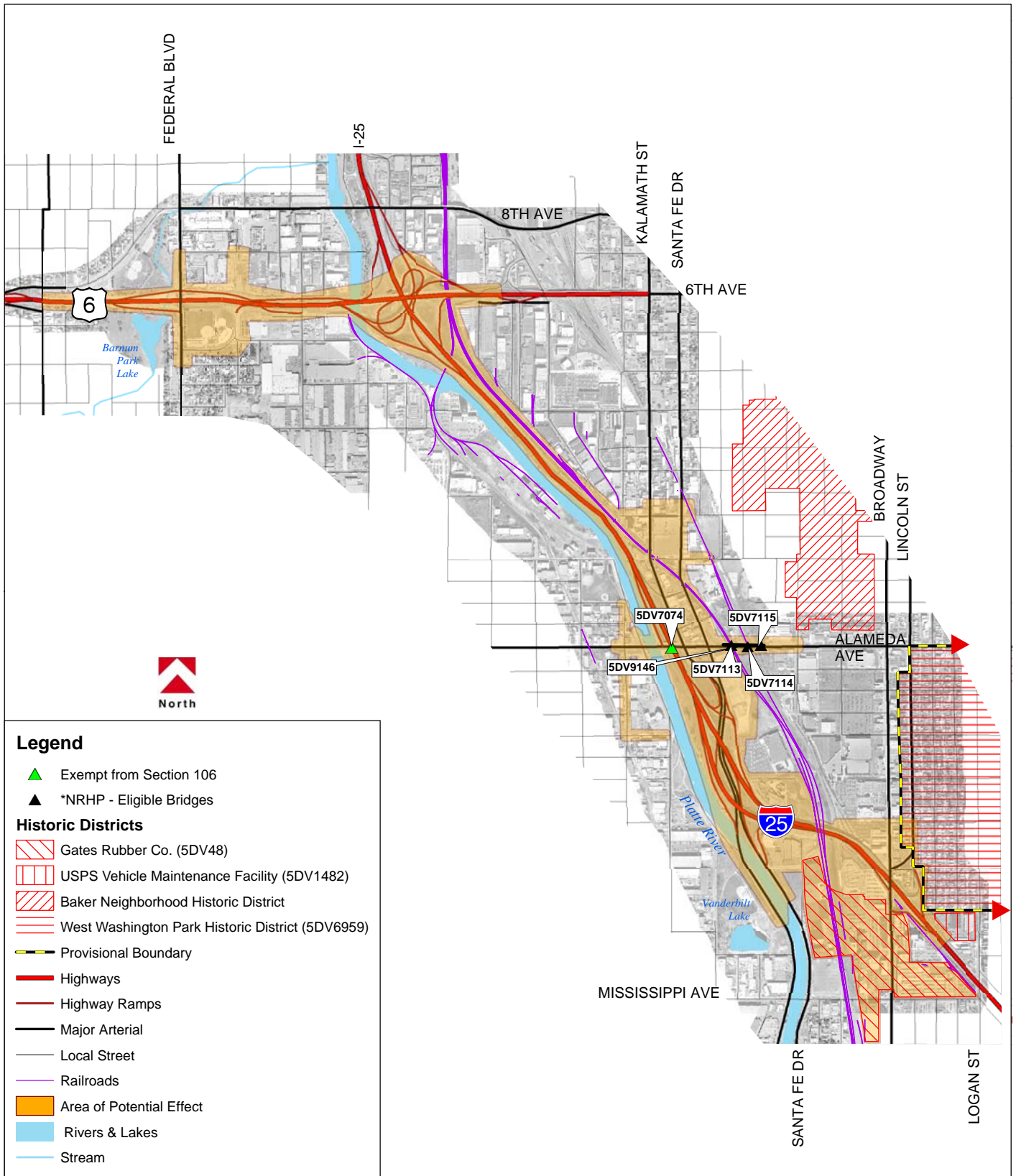
Consultation between CDOT and the SHPO resulted in agreement about the survey methodology to be employed, and general definition of an APE for historic and archaeological resources. This agreement was documented by correspondence between CDOT and the SHPO, including a letter submitted by CDOT to the SHPO on February 12, 2004, explaining the proposed methodology and APE (CDOT, 2004a), and a letter of concurrence issued by the SHPO to CDOT on February 19, 2004 (see **Appendix A**). The APE consists generally of the footprint of the combined alternatives, which include System Alternatives 1, 2, 3, and the Preferred Alternatives, plus a 50-ft buffer to account for possible earthwork along the roadway margins (SHPO, 2004).

The APE was intended to encompass all properties built in or before 1957 located within or directly adjacent to the proposed improvements, which may be subject to direct or indirect impacts. The APE was expanded in one area near the Federal Boulevard and US 6 interchange, to include a row of historical houses on West Short Place, just south of Barnum East Park. Although these properties do not face the proposed improvements and are unlikely to be affected by the project, they are close enough to require documentation and evaluation for the EIS. The APE was also expanded eastward to the alley in the 700 block of Lincoln Street, between Ohio Avenue and Exposition Avenue, to include the entire lots of historical houses in that block.

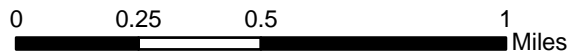
In response to comments from the SHPO and other Section 106 consulting parties, CDOT expanded the APE to encompass the entire Gates Rubber Company Historic District, although no further survey of buildings and features within the district was deemed necessary since no contributing elements will be affected by any of the build alternatives.

A file search conducted at the SHPO, as well as comprehensive cultural resource field survey, identified 58 previously recorded and 65 newly recorded historic sites within the APE. Due to intensive urban development over the past 140 years, no archaeological sites are known to exist in the APE. The methods and results of this investigation are detailed in the *Cultural Resources Inventory* (FHU, 2004a). The NRHP-eligibility of historic resources in the APE was established through consultation between CDOT and the SHPO. On March 23, 2004, CDOT submitted a Determination of Eligibility to the SHPO for sites inventoried in the APE, and the SHPO officially concurred with these findings in a letter to CDOT dated April 23, 2004 (see **Appendix A**).

There are a total of 36 historic resources within the APE (see **Figure 4.7-1** and **Table 4.7-1**). These include two NRHP-eligible historic districts, three individually eligible bridges, and the NRHP-eligible West Alameda Subway grade separation structure. Thirty additional historic buildings are not individually eligible but have been officially determined to be contributing elements of an undefined NRHP-eligible historic district encompassing the West Washington Park neighborhood. Summary information about each significant historic resource is presented below.



*NRHP: National Register of Historic Places
 Sources: FHU, 2004a; SHPO, 2002



Historic Resources

Figure 4.7-1

Table 4.7-1 NRHP-Eligible Historic Resources in the Area of Potential Effects

Site No.	Site ID	Applicable NRHP Criteria	Date Evaluated by SHPO	Remarks
Historic Districts				
5DV48	Gates Rubber Company. (999-1001 S. Broadway)	A, B, C	4/9/1980; 8/12/1993	Spans east and west sides of S. Broadway
5DV1482	USPS Maintenance facility (915 S. Logan Street)	A, C	11/1/1983; 10/25/1999	
50V6959	West Washington Park neighborhood	A, C	10/12/1999	Provisional boundary defined
Bridges				
5DV7113	Alameda Avenue Underpass/ Railroad bridge	A, C	2000	still in use
5DV7114	Alameda Avenue Underpass / Railroad bridge	A, C	2000	still in use
5DV7115	Alameda Avenue Underpass / Railroad bridge	A, C	2000	abandoned
Buildings and Structures				
5DV6167	696 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6168	701/705 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6169	711 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6170	725 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6171	725½ S. Lincoln Street	A, ,	10/12/1999	Contributing to potential West Washington Park district
5DV6172	741/745 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6176	25 E. Exposition Avenue	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6177	29 E. Exposition Avenue	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6178	35 E. Exposition Avenue	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6179	39 E. Exposition Avenue	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6184	690/696 S. Broadway	A, C	10/12/1999	Contributing to a potential Commercial District
5DV6220	700 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6221	706 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6222	712 S. Lincoln Street	A, C	10/12/1999	Contributing. to potential West Washington Park district

Table 4.7-1 NRHP-Eligible Historic Resources in the Area of Potential Effects (Continued)

Site No.	Site ID	Applicable NRHP Criteria	Date Evaluated by SHPO	Remarks
5DV6223	720 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6224	726 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6225	734 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6226	735 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6227	736 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6228	738/740 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6229	742 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6230	746/750 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6231	749 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6233	772 S. Lincoln Street	A, C	10/12/1999	Contributing. to potential West Washington Park district
5DV6234	776 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV6235	782 S. Lincoln Street	A, C	10/12/1999	Contributing. to potential West Washington Park district
5DV6236	794 S. Lincoln Street	A, C	10/12/1999	Contributing to potential West Washington Park district
5DV9004	677 S. Lincoln Street	A, C	4/23/2004	Contributing to potential West Washington Park district
5DV9005	684 S. Lincoln Street	A, C	4/23/2004	Contributing. to potential West Washington Park district
5DV9006	690 S. Lincoln Street	A, C	4/23/2004	Contributing to potential West Washington Park district
5DV9146	West Alameda Subway	A, C	4/23/2004	Spanned by RR bridges (5DV7113-7115)

Sources: SHPO, 2002; SHPO, 2004; FHU, 2004a
 NRHP – National Register of Historic Places
 SHPO – State Historic Preservation Officer

One additional bridge, the Alameda Avenue (SH 26) Bridge over I-25 (5DV7074) which is shown on Figure 4.7-1, was included in the cultural resources inventory and described in the Draft EIS. It would be replaced under the all of the system alternatives, including the Preferred Alternative.

The Advisory Council for Historic Preservation recently approved an exemption regarding the Section 106 review process for effects from federal agency undertakings on the Interstate Highway System, with the exception of specific Interstate elements that have been determined

by FHWA to embody national or exceptional significance. As a result of a special committee review, nine such elements were identified along the interstate highways within Colorado, including I-25. The Alameda Avenue (SH 26) Bridge over I-25 (5DV7074) does not appear on that list, indicating that this bridge is not considered exceptional. Therefore, the Alameda Avenue Bridge over I-25 has been removed from consideration under both Section 106 and Section 4(f) in accordance with the exemption, and is not discussed further in this section.

4.7.1.1 HISTORIC DISTRICTS

Gates Rubber Company (5DV48)

The Gates Rubber Company plant (999-1001 South Broadway) was initially recorded in 1980 by Vicki Rottman for the Colorado Department of Highways in conjunction with the Mississippi Railroad Grade Separation project. A boundary was delineated by Rottman around the major plant buildings occupying 63 acres both east and west of South Broadway. It was re-recorded in 1993 by Hermsen Consultants. Established in 1911 by industry pioneer Charles C. Gates, the Gates Rubber Company developed into a leading manufacturer of rubber products including garden hoses, tiers, fan belts, and automotive hoses. On September 21, 1993, the Gates Rubber Company property was officially determined eligible for the NRHP under Criteria A, B, and C. In September 2004 a re-evaluation, with SHPO concurrence, concluded that Broadway and the Kentucky park-n-Ride access easement are non-contributing elements of the Gates Historic District.

U.S. Postal Service Vehicle Maintenance Facility (5DV1482)

This complex of brick buildings, located at 915 South Logan Street, was inventoried by Hermsen Consultants in 1999, at which time it was officially determined eligible for the NRHP as a district under Criteria A and C.

West Washington Park Historic District (5DV6959)

The APE includes a portion of the western edge of West Washington Park, a historic district residential area characterized by rows of generally well-preserved, modest-sized (predominantly brick) dwellings built mainly between 1900 and 1930. Approximately 90 historic dwellings in this area were inventoried in 1999 by Centennial Archaeology in conjunction with the I-25 Broadway viaduct replacement project. Centennial's 1999 survey encompassed a portion of the Valley Highway APE, including 26 significant historic houses on South Lincoln Street and East Exposition Avenue, one significant auto garage on South Lincoln Street, and one significant historic commercial building on South Broadway. Centennial did not recommend any of these properties as individually eligible for the NRHP, but evaluated them as contributing to a historic district.

The SHPO officially concurred with Centennial's evaluations of these West Washington Park properties on October 12, 1999, and assigned site number 5DV6959 to the West Washington Park Historic District. An historic context has been developed for the district, but its boundary has not been fully defined (Norgren et al., 2002). For the Valley Highway Project, a provisional boundary based on field review was delineated for the southwestern portion of the district. A comprehensive intensive-level survey and evaluation of the hundreds of homes comprising this

large historic residential district is beyond the scope of the Valley Highway Project.

4.7.1.2 BRIDGES

Three NRHP-eligible historical bridges are located within the APE. All of these were previously inventoried and evaluated for significance during a recently completed statewide survey of historic bridges in Colorado (FraserDesign, 2000). All three NRHP-eligible bridges are located along Alameda Avenue.

Alameda Avenue Underpass / Railroad Bridge (westernmost) (5DV7113)

This bridge is the westernmost of three bolted steel spans designed to carry railroad traffic over a depressed section of Alameda Avenue, between Cherokee Street and Santa Fe Drive. Still in use as a railroad bridge (by the Burlington Northern and Santa Fe Railroad), the structure was determined eligible in 2000 under Criterion A for its association with the railroad industry and its role in the development of Denver, and under Criterion C because it represents a rare example of a bridge in Colorado utilizing built-up steel plate construction in both the spans and the piers.

Alameda Avenue Underpass / Railroad Bridge (middle) (5DV7114)

Bridge 5DV7114 is located between two other, similar railroad bridges (5DV7113 and 5DV7115) spanning the depressed portion of Alameda Avenue between Cherokee Street and Santa Fe Drive. This grade separation structure supports tracks of the Union Pacific Railroad, as well as the RTD Southwest Corridor light rail line. The structure was determined eligible in 2000 under Criterion A for its association with the railroad industry and its important role in the development of Denver, and under Criterion C because it represents a rare example of a bridge in Colorado utilizing built-up steel plate construction in both the spans and the piers.

Alameda Avenue Underpass / Railroad Bridge (easternmost) (5DV7115)

The easternmost railroad bridge (5DV7115) spanning the depressed portion of Alameda Avenue (between Cherokee Street and Santa Fe Drive) is no longer in use. The structure was determined eligible in 2000 under Criterion A for its association with the railroad industry and its important role in the development of Denver, and under Criterion C because it represents a rare and possibly unique example of a bridge in Colorado utilizing built-up steel plate construction in both the spans and the piers.

4.7.1.3 BUILDINGS AND STRUCTURES

West Washington Park Area Properties

Three historic homes in the 600 block of South Lincoln Street were inventoried for the Valley Highway Project between 2002 and 2003 and evaluated as not individually NRHP-eligible but as contributing elements of the West Washington Park Historic District (FHU, 2004a).

Six historic residences (three single-family dwellings and three duplexes), inventoried by Centennial in 1999 and situated on the east side of the 800 block of South Lincoln Street, were re-evaluated for NRHP-eligibility in 2003. These six dwellings are set within a loop off-ramp from I-25. Due to their visual separation and physical isolation from the rest of the historic residential

district, the NRHP-eligibility of the six houses was officially changed by the SHPO in March of 2003, from “contributing” to “noncontributing” to the historic district.

West Alameda Subway (5DV9146)

The West Alameda Subway is a 1,256 ft long grade separation structure consisting of an artificial cut on West Alameda Avenue, the sides of which are supported by massive, formed concrete retaining walls. The roofless subway structure extends from Cherokee Street on the east to Santa Fe Drive. The retaining walls vary in height with the depth of the cut, and at the deepest part, they rise 28 ft high.

The West Alameda Subway was recorded in 2004 by FHU during the cultural resource inventory for the Valley Highway Project. The structure retains good physical integrity, and has been determined officially NRHP-eligible under both Criteria A and C. The subway represents a major engineering work and public works project that provided an important transportation link to southwest Denver. The structure also is significant for its association with a historically significant “pattern of events”: the prolific population growth and geographic expansion of Denver between 1900 and 1920.

4.7.1.4 ARCHAEOLOGICAL SITES

A file search revealed that no prehistoric or historic archaeological sites have been identified to date within the APE. No undisturbed vacant parcels with the potential to contain archaeological remains were identified by the field survey in the project area.

4.7.1.5 NATIVE AMERICAN CONSULTATION

As mandated by Section 106 of the National Historic Preservation Act (as amended) and the revised Advisory Council on Historic Preservation regulations (36 CFR 800), FHWA and CDOT contacted 11 federally recognized Native American tribes with an established interest in the City and County of Denver, Colorado, and invited them to become consulting parties for the project (see **Appendix A**). Consultation with a Native American tribe recognizes the government-to-government relationship between the United States government and sovereign tribal groups.

Federal agencies must be sensitive to the fact that historic (NRHP-eligible) properties of religious and cultural significance to one or more tribes may be located on ancestral, aboriginal, or ceded lands beyond modern reservation boundaries. Consulting tribes are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. If it is found that the project will impact cultural resources that are eligible for inclusion on the NRHP and are of religious or cultural significance to one or more consulting tribes, their role in the consultation process may also include participation in resolving how best to avoid, minimize, or mitigate those impacts. By consulting with the Native American community, FHWA and CDOT strive to effectively protect areas important to Native American people.

Tribes invited via letter to participate as consulting parties included the following:

- Cheyenne and Arapaho Tribes of Oklahoma
- Comanche Tribe of Oklahoma
- Northern Cheyenne Tribe
- Crow Creek Sioux Tribe
- Ogallala Sioux Tribe
- Rosebud Sioux Tribe
- Standing Rock Sioux Tribe
- Kiowa Tribe of Oklahoma
- Pawnee Nation of Oklahoma
- Cheyenne River Sioux Tribe
- Northern Arapaho Tribe

Two tribes responded in writing, each indicating a desire to be a consulting party for the undertaking: the Kiowa Tribe of Oklahoma and the Cheyenne and Arapaho Tribes of Oklahoma. These tribes will continue to receive information pertinent to the NEPA and Section 106 documentation process for the duration of the Valley Highway Project. No specific concerns were raised by either tribe regarding the proposed highway improvements or places considered to be of cultural or religious significance.

4.7.2 Consequences of the Alternatives

Impacts from the No Action Alternative and the system alternatives, which include System Alternative 1, 2, 3, and the Preferred Alternative, are summarized in **Table 4.7-2** and detailed below.

Table 4.7-2 Impacts to NRHP-Eligible Historic Resources

Historic Resource	No Action Alternative	System Alternative 1	System Alternative 2	System Alternative 3	Preferred Alternative
Gates Rubber Company historic district (5DV48)	No historic properties affected	No historic properties affected	No historic properties affected	No historic properties affected	No historic properties affected
USPS Vehicle Maintenance Facility (5DV1482)	No historic properties affected	No historic properties affected	No historic properties affected	No historic properties affected	No historic properties affected
West Washington Park Historic District (5DV6959)	No historic properties affected	No historic properties affected	No historic properties affected	No historic properties affected	No historic properties affected
Alameda Avenue Underpass / Railroad Bridge (5DV7113)	No historic properties affected	No historic properties affected	Adverse effect	Adverse effect	No historic properties affected
Alameda Avenue Underpass / Railroad Bridge (5DV7114)	No historic properties affected	No historic properties affected	Adverse effect	Adverse effect	No historic properties affected
Alameda Avenue Underpass / Railroad Bridge (5DV7115)	No historic properties affected	No historic properties affected	Adverse effect	Adverse effect	No historic properties affected
West Alameda Subway (5DV9146)	No historic properties affected	No historic properties affected	Adverse effect	Adverse effect	No historic properties affected

NRHP – National Register of Historic Places

4.7.2.1 NO ACTION ALTERNATIVE

The No Action Alternative would have no impacts to historic or archaeological resources.

4.7.2.2 SYSTEM ALTERNATIVE 1

The locations of significant historic resources and their proximity to System Alternative 1 improvements are shown in **Figure 4.7-2**.

I-25 Improvements

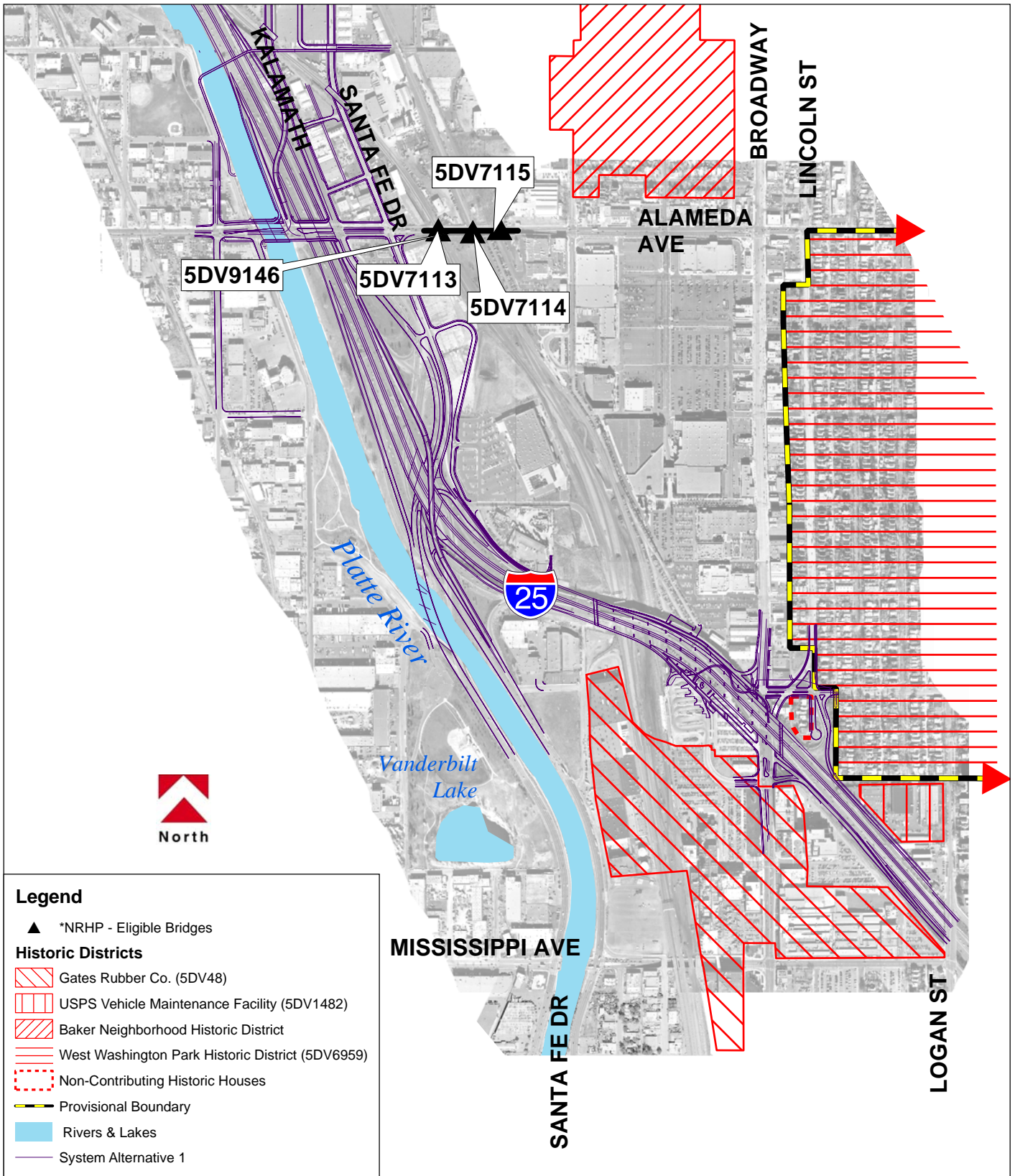
Under System Alternative 1, I-25 would generally follow the existing alignment. No historic properties would be affected in this area. In addition, the roadway alignments within and adjacent to the NRHP-eligible historic districts would remain quite similar to the current configuration, thus, the setting would not be substantially altered.

US 6 Improvements

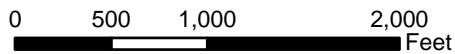
No historic or archaeological resources were identified along US 6; therefore, there would be no impacts to historic properties under System Alternative 1.

Santa Fe / Kalamath Improvements

Under System Alternative 1, improvements to the Santa Fe Drive/Kalamath Street one-way pair would include some realignments and acquisitions, especially north of Alameda Avenue. The only significant historic resources in this area are located on Alameda Avenue, which would only be improved from Lipan Street to Kalamath Street. No historic properties would be affected in this area. This alternative would not change the West Alameda Subway (5DV9146) and its three historic railroad bridges (5DV7113-5DV7115).



*NRHP: National Register of Historic Places
 Sources: FHU, 2004a; SHPO, 2002



Historic Properties-System Alternative 1

Figure 4.7-2

4.7.2.3 SYSTEM ALTERNATIVE 2

The locations of significant historic resources and their proximity to System Alternative 2 improvements are shown in **Figure 4.7-3**.

I-25 Improvements

Under System Alternative 2, I-25 would generally follow the existing alignment. No historic properties would be affected in this area.

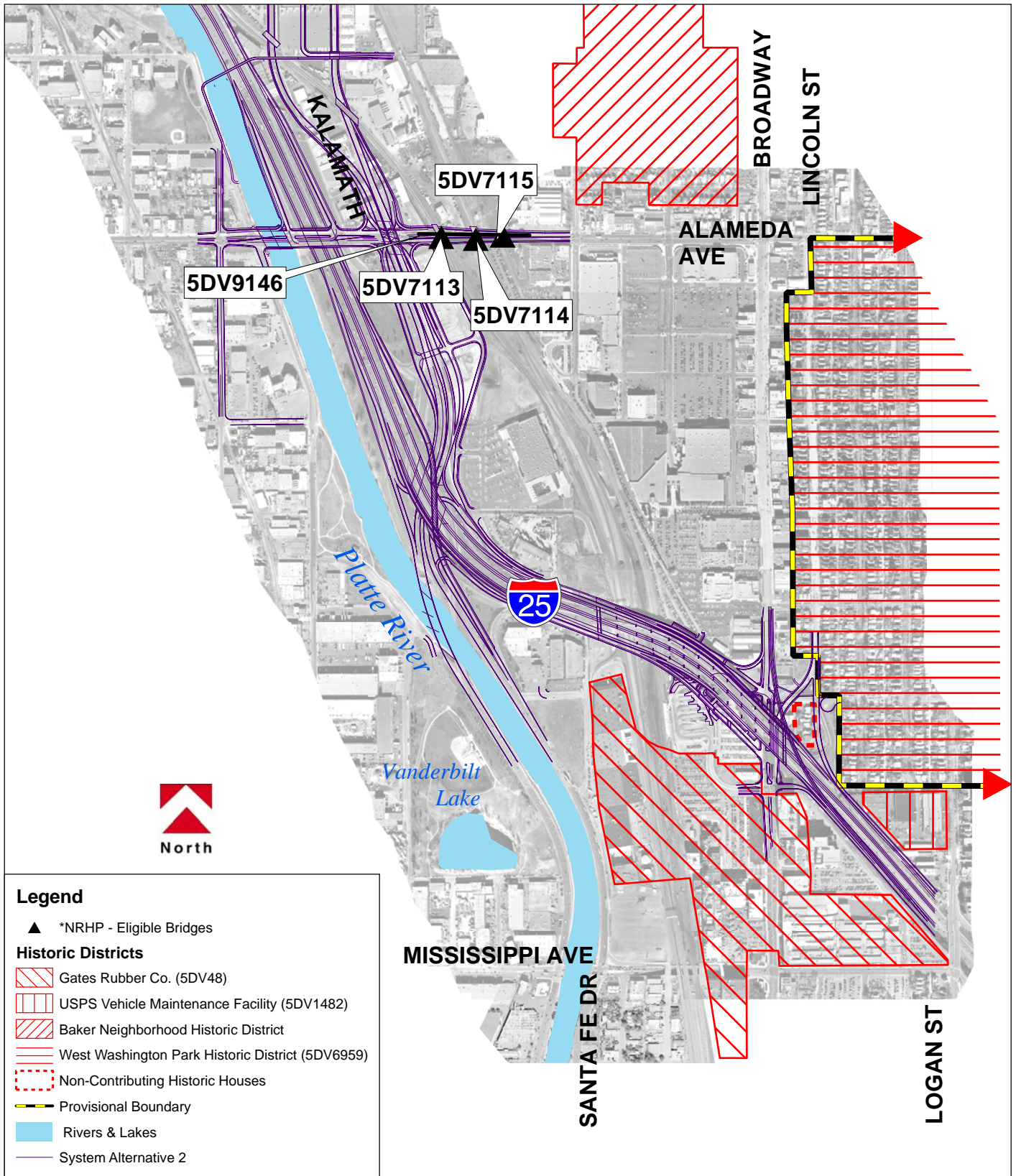
Improvements at the Broadway/Lincoln Street interchange would include reconfiguring the present northbound off-ramp through the 800 block of Lincoln Street and the removal of NRHP-eligible properties in that block. No significant historic properties would be acquired in this area. In addition, the roadway alignments within and adjacent to the NRHP-eligible historic districts would remain quite similar to the current configuration, thus, the setting would not be substantially altered.

US 6 Improvements

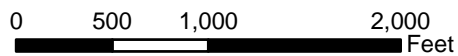
No significant historic or archaeological resources were identified along US 6; therefore there would be no impacts to historic properties under System Alternative 2.

Santa Fe / Kalamath Improvements

Under System Alternative 2, Santa Fe Drive/Kalamath Street would be completely reconfigured in the vicinity of W. Alameda Avenue. This alternative would involve widening of Alameda Avenue, west of Cherokee Street, thereby requiring the enlargement of the existing NRHP-eligible grade separation structure (the West Alameda Subway 5DV9146) and replacement of the existing NRHP-eligible railroad bridges (5DV7113-5DV7115) with longer structures. These changes would result in adverse effects to all four historic properties.



*NRHP: National Register of Historic Places
 Sources: FHU, 2004a; SHPO, 2002



Historic Properties-System Alternative 2

Figure 4.7-3

4.7.2.4 SYSTEM ALTERNATIVE 3

The locations of significant historic resources and their proximity to System Alternative 3 improvements are shown in **Figure 4.7-4**.

I-25 Improvements

Under System Alternative 3, I-25 would generally follow the existing alignment. No historic properties would be affected in this area.

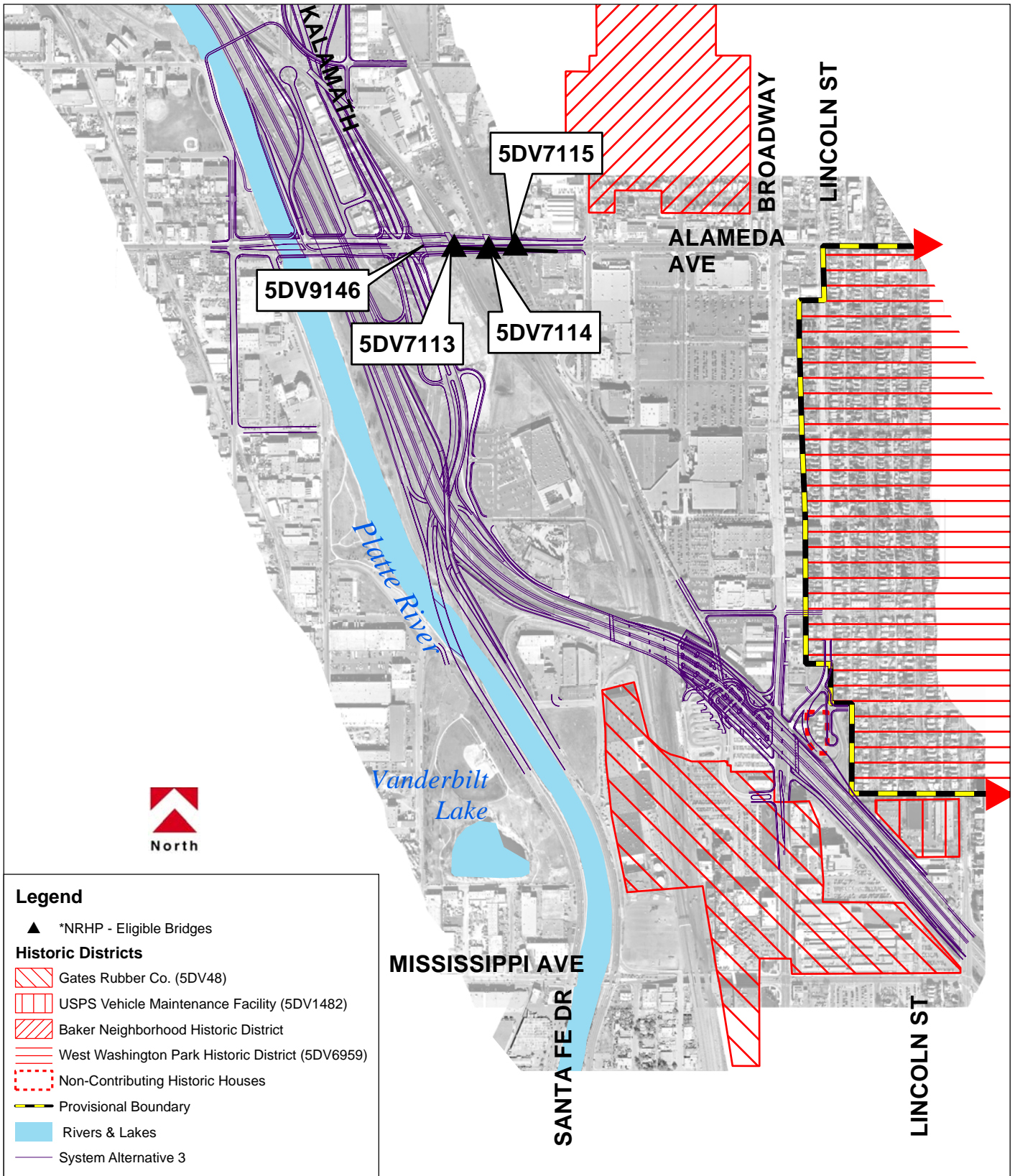
Improvements at the Broadway/Lincoln Street interchange would reconfigure the northbound Lincoln Street off-ramp, and would create a cul-de-sac in the 800 block of Lincoln Street. No significant historic properties would be acquired in this area. In addition, the roadway alignments within and adjacent to the NRHP-eligible historic districts would remain quite similar to the current configuration, thus, the setting would not be substantially altered.

US 6 Improvements

No significant historic or archaeological resources were identified along US 6; therefore, there would be no impacts to historic properties under System Alternative 3.

Santa Fe / Kalamath Improvements

Under System Alternative 3, Santa Fe Drive/Kalamath Street would be completely reconfigured in the vicinity of W. Alameda Avenue. This alternative would require widening of Alameda Avenue west of Cherokee Street, thereby causing adverse impacts to the NRHP-eligible West Alameda Subway (5DV9146) and the three associated NRHP-eligible railroad bridges (5DV7113-5DV7115).



*NRHP: National Register of Historic Places
 Sources: FHU, 2004a; SHPO, 2002

0 500 1,000 2,000 Feet

Historic Properties-System Alternative 3

Figure 4.7-4

4.7.2.5 PREFERRED ALTERNATIVE

I-25 Improvements

Under the Preferred Alternative, I-25 would generally follow the existing alignment. No historic properties would be affected in this area.

Improvements at the Broadway/Lincoln Street interchange would reconfigure the northbound Lincoln Street off-ramp, and would create a cul-de-sac in the 800 block of Lincoln Street. No NRHP-eligible historic properties would be affected in this area. In addition, the roadway alignments within and adjacent to the NRHP-eligible historic districts would remain quite similar to the current configuration, thus, the setting would not be substantially altered.

US 6 Improvements

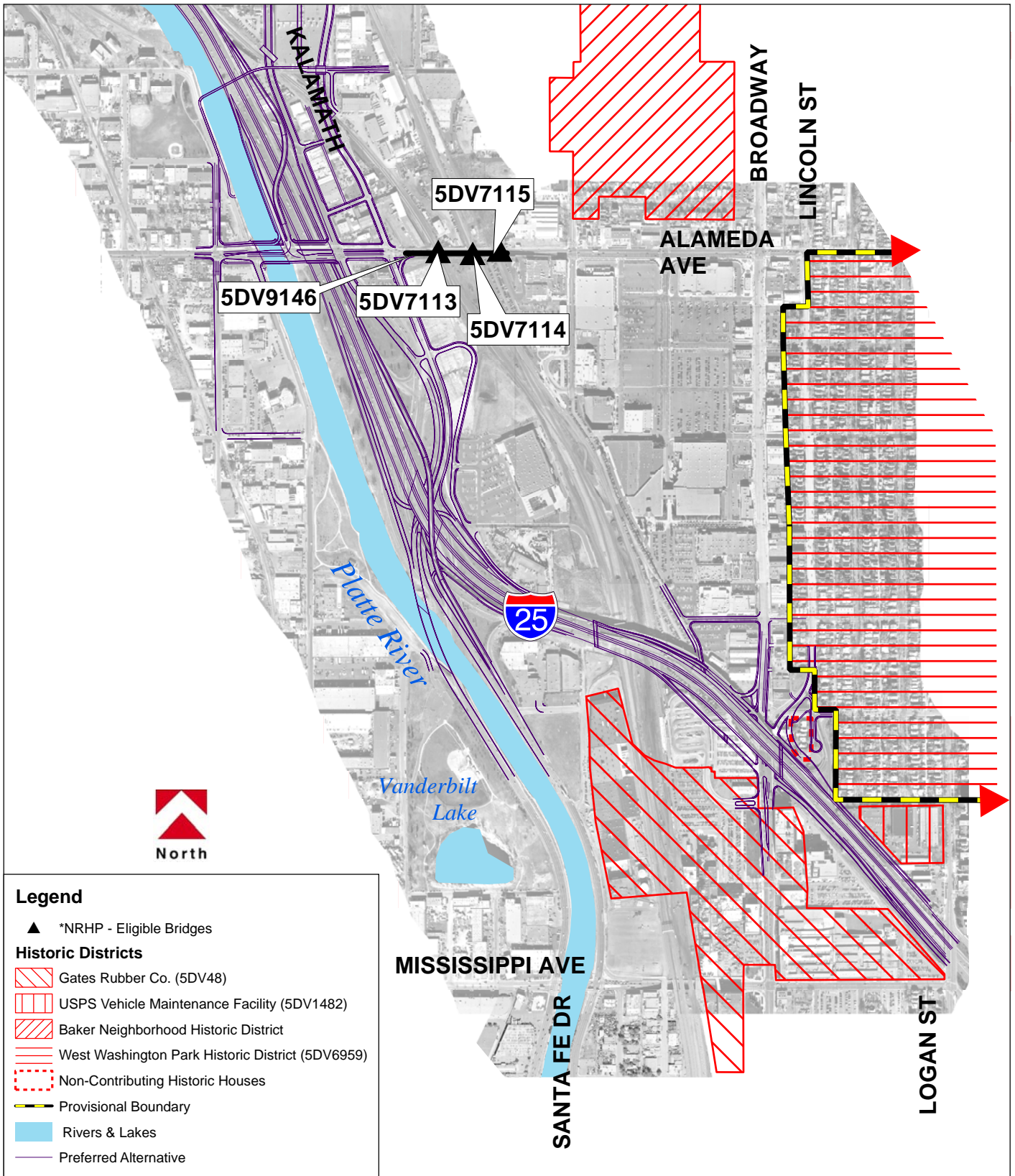
No significant historic or archaeological resources were identified along US 6; therefore there would be no impacts to historic properties under the Preferred Alternative.

Santa Fe / Kalamath Improvements

Under the Preferred Alternative, improvements to the Santa Fe Drive/Kalamath Street one-way pair would include some realignments and acquisitions, especially north of Alameda Avenue. The only significant historic resources in this area are located on Alameda Avenue, which would only be improved from Lipan Street to Kalamath Street. This alternative would not change the West Alameda Subway (5DV9146) and its three historic railroad bridges (5DV7113-5DV7115).

Section 106 Consultation

Section 106 consultation with the SHPO and consulting parties has been completed for the Preferred Alternative. Correspondence, including SHPO concurrence, is presented in **Appendix A Agency Coordination**.



*NRHP: National Register of Historic Places
Sources: FHU, 2004a; SHPO, 2002

Historic Properties-Preferred Alternative

Figure 4.7-5

4.7.3 Mitigation Measures

In accordance with Section 106 of the National Historic Preservation Act of 1966, mitigation of adverse effects to significant archaeological and historic resources must be determined through consultation between the lead federal agency (FHWA) or their delegate (CDOT), the SHPO, and the Advisory Council on Historic Preservation. Both Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the Department of Transportation Act of 1966 favor the preservation of significant archaeological and historic resources. Therefore, avoidance is the preferred course of action, followed by minimization of impacts. Mitigation of impacts is required if neither avoidance nor minimization lead to a finding of no adverse effect. General mitigation measures are detailed below.

Archaeological Resources. If any archaeological materials (e.g., artifacts, faunal remains) or features are encountered or unearthed during construction, work would be immediately halted in the vicinity of the find, and the CDOT archaeologist and SHPO would be promptly notified. The location of the find would be secured and work would be suspended in that area until it can be evaluated and/or removed by a qualified professional archaeologist. If warranted, additional archaeological testing or data recovery may be necessary before work can be resumed in the vicinity of the find.

If bones of potential human origin are encountered during construction, ground-disturbing work would be halted in the vicinity of the discovery, and the CDOT archaeologist would be promptly notified. The CDOT archaeologist would assess the find, and the county coroner would be summoned if necessary to determine the relative age and ethnicity of the individual(s) represented. Work would not resume in the vicinity of the find until clearance is granted by CDOT.

Historic Resources. Mitigation of impacts to any NRHP-eligible or listed resources will be determined through consultation between CDOT cultural resource staff, the SHPO, and if necessary, the Advisory Council on Historic Preservation. Where there is a finding of adverse effect, mitigation measures would likely include the preparation of graphic and narrative documentation to SHPO Level II or Historic American Buildings Survey/ Historic American Engineering Record (HABS/HAER) standards, and/or the development of public interpretation.

4.7.3.1 NO ACTION ALTERNATIVE

No mitigation would be required under the No Action Alternative.

4.7.3.2 SYSTEM ALTERNATIVE 1

No mitigation would be required under System Alternative 1, because implementation would pose no impacts to significant historic or archaeological resources.

4.7.3.3 SYSTEM ALTERNATIVE 2

This alternative would replace the existing West Alameda Subway (5DV9146) with a larger grade separation structure. Also under this alternative, Santa Fe Drive and Kalamath Street would be reconfigured with a common interchange on Alameda Avenue. New bridge structures would carry the active railroad line over these streets in the vicinity of Bayaud Avenue replacing the three NRHP-eligible railroad bridges (5DV7113-5DV7115). Appropriate mitigation measures would be determined through consultation with the SHPO as described above.

4.7.3.4 SYSTEM ALTERNATIVE 3

This alternative would replace the existing West Alameda Subway (5DV9146) with a larger grade separation structure. Also under this alternative, Santa Fe Drive and Kalamath Street would be reconfigured with a common interchange on Alameda Avenue. New bridge structures would carry the active railroad line over these streets in the vicinity of Bayaud Avenue replacing the three NRHP-eligible railroad bridges (5DV7113-5DV7115). Appropriate mitigation measures would be determined through consultation with the SHPO as described above.

4.7.3.5 PREFERRED ALTERNATIVE

No mitigation would be required under the Preferred Alternative, because implementation would pose no impacts to significant historic or archaeological resources.



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