



CENTRAL PARK BOULEVARD
INTERCHANGE



I-70 / CENTRAL PARK BOULEVARD I N T E R C H A N G E

REVIEW OF CULTURAL RESOURCES WITHIN THE CENTRAL PARK BOULEVARD & I-70 INTERCHANGE PROJECT STUDY AREA



PREPARED FOR:
CITY AND COUNTY OF DENVER



IN PARTNERSHIP WITH
**US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**



COLORADO DEPARTMENT OF TRANSPORTATION



PREPARED BY:
URS CORPORATION

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I-70/ Central Park Boulevard Interchange Environmental Assessment

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Denver, Colorado

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Introduction

Cultural resources were investigated for the Interstate 70/Central Park Boulevard (I-70/CPB) interchange project through a review of previous surveys and inventories (Tucker 2003; Tucker and Dulaney 2002). URS conducted these surveys between 2001 and 2003 for the Colorado Department of Transportation. They include a corridor three miles long and 600 feet (ft) wide, encompassing 218 acres along I-70 and contain the I-70/CPB project area. In addition, previous work completed for the I-70 East DEIS was reviewed to ensure consistency between projects. During the cultural resources survey for the Havana/ I-70 Interchange Reconstruction/Relocation project (Tucker and Dulaney 2002), five archaeological sites and two isolated finds were recorded. These resources are located within the I-70/CPB project Study Area/Area of Potential Effects (APE). Because the Havana/I-70 project was never authorized, the Colorado Department of Transportation (CDOT), the lead agency for the project, did not submit the site forms to the Colorado State Historic Preservation Officer (SHPO). In April 2009, URS re-surveyed the I-70/CPB study area because of the intervening years between the Havana/ I-70 Interchange project and the I-70/CPB project. The assessment found that three of the five previously documented archaeological sites and both of the isolated finds were destroyed by recent developments within and near the project area. This report describes the new and previously documented sites and the current conditions at the remaining sites in the project Study Area.

Cultural Resources

New Sites

URS recorded a 1,000 foot-long segment of a deteriorated asphalt road (**5DV8192**) one-half mile west of the proposed interchange. The road does not appear on any historic maps, but it may have once connected with the frontage road paralleling the western side of Interstate 270 (I-270). The eastern and western ends of the road are truncated, possibly by the construction of I-70, which is located 250 ft north. The road is overgrown with vegetation, suggesting that considerable time has elapsed since its abandonment. The site contains no associated artifacts or structures and is recommended as not eligible for the NRHP.



URS recorded the wye portion of a segment of a historic Union Pacific Railroad spur line (5DV7048.3), located one-half-mile east of the interchange study area. This spur was originally located approximately 250 ft east of the main north-south runway at Stapleton International Airport (within the study area) and built in 1942 to provide service to the Rocky Mountain Arsenal (Wilkins 1974:240). It was relocated to its present location west of Havana Street in the early 1960s. The mainline from which the spur departs was originally part of the Kansas Pacific Railway, which was built in 1870 and merged with the Denver Pacific into the Union Pacific system in 1880.

Previously Recorded Sites

In January 2001, the Colorado State Historic Preservation Officer (SHPO) officially determined that the portion of the Rocky Mountain Arsenal spur within the I-70 corridor (5DV7048.1), originally recorded in 1999, eligible for listing in the National Register of Historic Places (COMPASS 2009). Another segment of the line (5DV7048.2) was recorded in 2007. This segment encompasses 5DV7048.1 and extends from east 56th Avenue to 1,000 ft. south of Interstate 70. Together, 5DV7048.2 (which encompasses 5DV7048.1) and 5DV7048.3 retain sufficient integrity to support the eligibility of the larger linear resource of which they are a part.

Other Resources

URS observed a portion of the Highline Canal known as the Sand Creek Lateral during the Havana I-70 Interchange Reconstruction/Relocation Project (Tucker and Dulaney 2002). The canal is located approximately 1,000 ft southeast of the proposed I-70/CPB Interchange. The Northern Colorado Irrigation Company designed and built the canal in the late 1800s. It is unknown when the Sand Creek Lateral was constructed, but it is depicted on the 1899 Willet's Farm Map (Sherow 1988:7). The SHPO officially determined the Highline Canal eligible for the NRHP. Because of prior disturbance, the Sand Creek Lateral of the Highline Canal lacks sufficient integrity to support the NRHP eligibility of the larger linear resource of which it is a part. In April 2009, URS surveyed the project area and found that this segment of the Sand Creek Lateral has been destroyed. Construction projects in the area have removed evidence of the lateral north and south of 40th Street.

URS noted a historic road near the project area (Tucker and Dulaney 2002). This linear resource, located approximately 2,000 ft east of the proposed interchange, was a 500-foot-long portion of a two-track road that provided access to probably a historic farm or residence. The road segment was reasonably intact, but modern encroachments had eradicated its northern and



southern ends. The road is visible on the 1941 Long Branch 7.5 minute USGS topographic map and is shown as an unimproved dirt road that leads from Colorado Highway 72 (now Smith Road) to a building about one half-mile north-northwest of the highway. This building and the northern terminus of the road were removed during the construction of I-70. In 2002, the road was recommended as not eligible for the NRHP, but an official determination was not made. The April 2009 survey found that the road was destroyed or removed by construction activities south of I-70.

URS noted a two-track road associated with an historic trash dump one-half mile east-southeast of the proposed interchange (Tucker and Dulaney 2002). The road began at a perimeter road for the former Stapleton International Airport and continues in a westerly direction for approximately 1,000 ft. Near the western end of the road was a small scatter of artifacts that included brown, clear, and white glass. A trademark on the bottom of a clear glass bottle indicated a post-1954 date for the artifact scatter. The road is not shown on any historic maps, but is visible on 1937 and 1950 aerial photographs. The road and associated trash dump were recommended to be not eligible for the NRHP. The April 2009 survey found that the road and trash dump were destroyed by construction activities south of I-70.

The 1865 General Land Office (GLO) map indicates the Sand Creek Wagon and Toll Road running northwest-to-southeast across the western edge of the study area. Subsequent atlases, quadrangle maps, and aerial photos do not show the trail. Although portions of the trail may still exist, none have been recorded in the study area.

Isolated Finds

In 2002, two prehistoric isolated finds were observed near the study area. The first find was located approximately 100 meters north of I-70. It was a single fragment of ground stone of undetermined age and affiliation. The second find is a secondary flake of petrified wood, which was located west-northwest of the study area. The April 2009 survey found that these isolated finds were removed or destroyed by construction activities north of I-70.

Conclusions

A 2009 survey for cultural resources recorded two archaeological sites within the project APE. One is a section of an asphalt road and the other is a segment of a historic Union Pacific Railroad spur line. Previous surveys noted three other archaeological sites and two isolated finds near the project area. All but one of these resources has been removed or destroyed. It is unlikely



that portions of the Sand Creek Wagon and Toll Road remain within the project study area. Thus, the project will not affect any historic properties.

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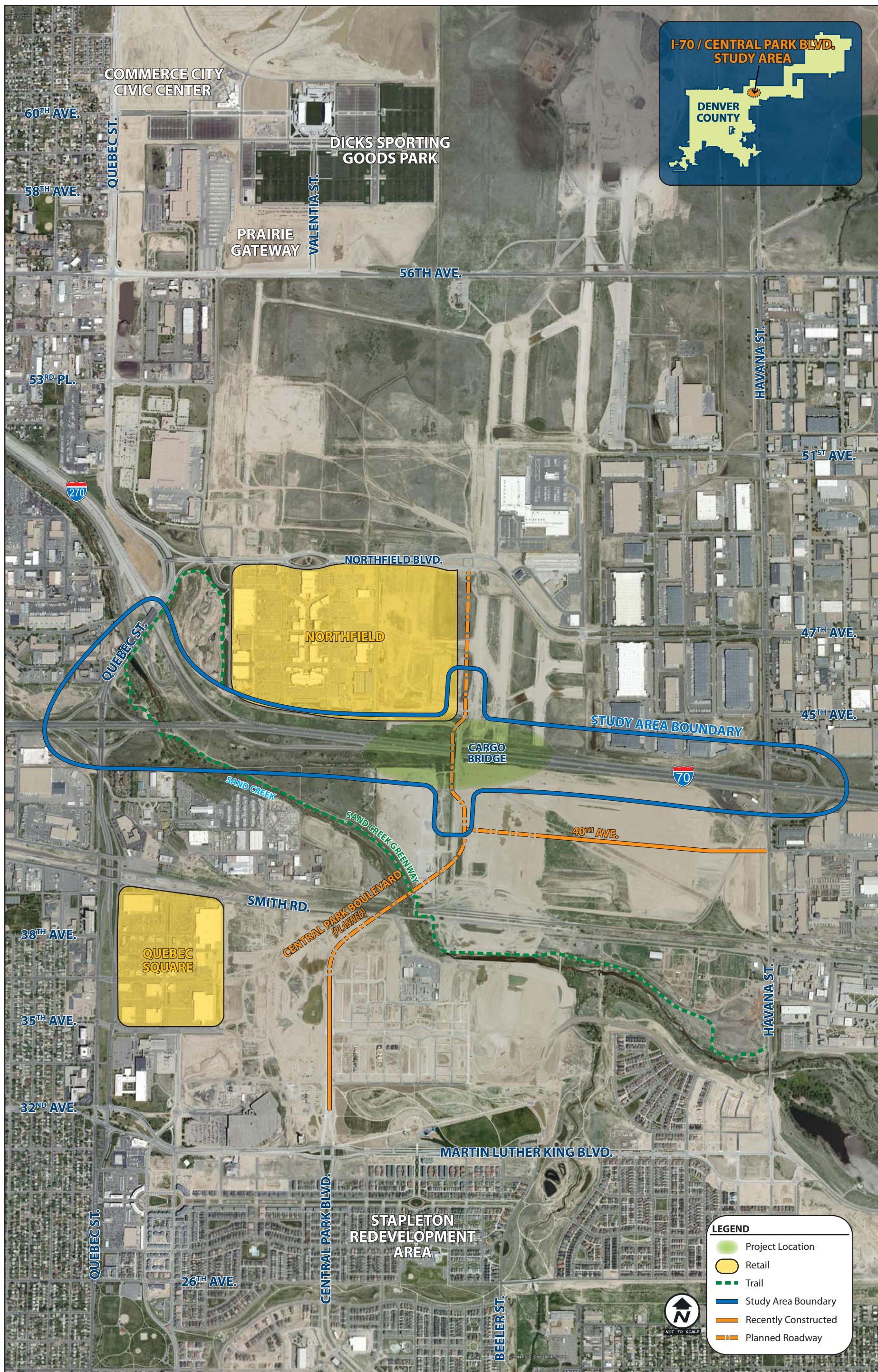
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Data Source: URS Corporation

FIGURE 1
Project Location and Study Area

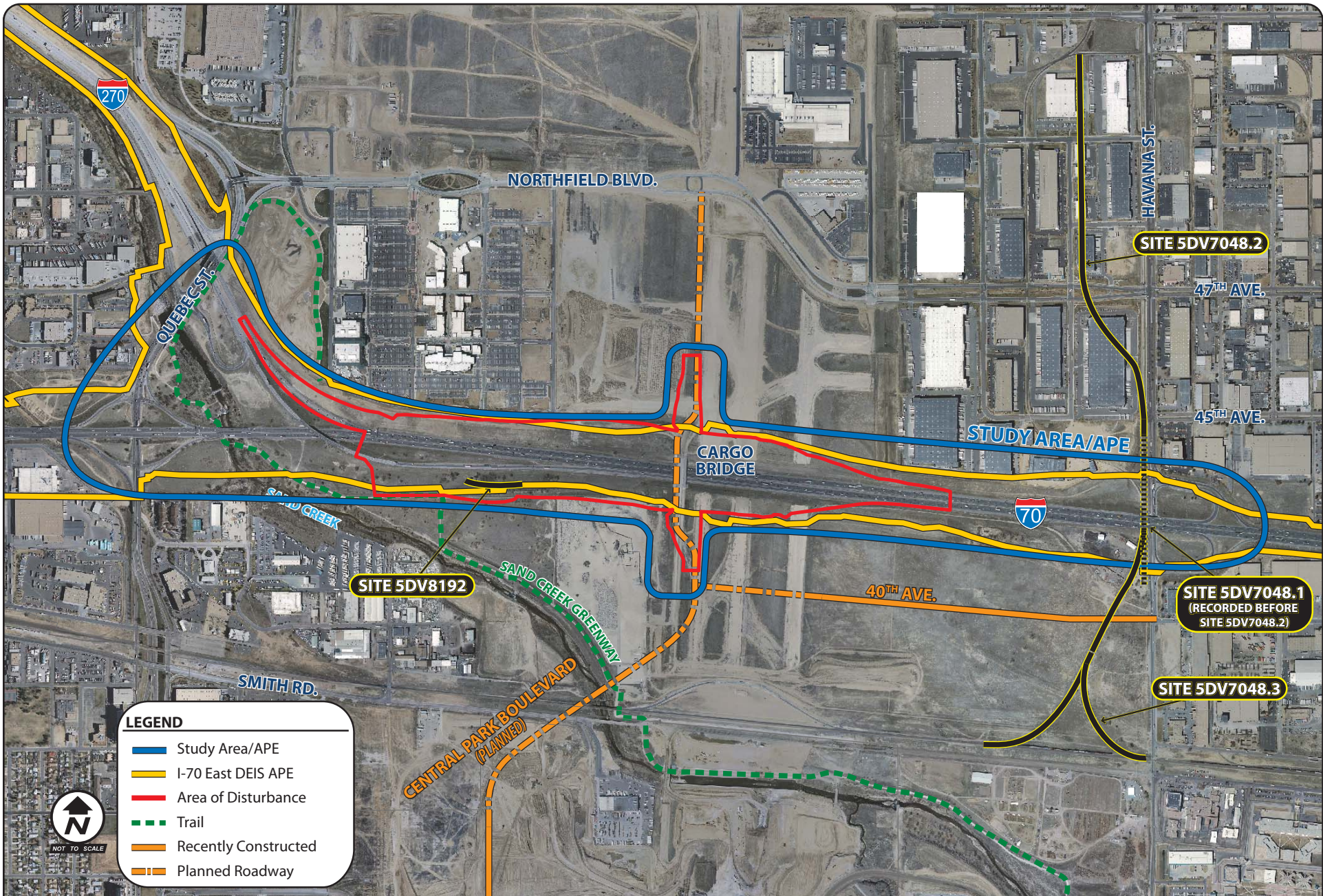


FIGURE 2
Historic Survey Results