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A RECORDS REVIEW OF THE PROPOSED CORRIEDALE WIND ENERGY PROJECT IN LARAMIE COUNTY, WYOMING

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A handwritten signature in black ink, which appears to read 'Ted Hoefer, III' followed by a flourish and the year '11'.

Ted Hoefer, III, MA, RPA,
Principal Investigator

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INTRODUCTION

Cultural Resource Analysts, Inc. (CRA) was contracted by Ecology and Environment, Inc. (E&E) to conduct a file and records review for the Corriedale Wind Energy Project in Laramie County, Wyoming. The proposed wind energy project area is 7,320 acres in part or all of 15 sections (Figure 1). The file search area includes the project area and a 1 mi buffer in all directions. The legal locations of the study area are shown in Table 1. The proposed project will contain between 20 and 30 turbines and associated infrastructure located entirely on private lands. The project as designed is too small to fall under the jurisdiction of the Wyoming Industrial Siting Council (ISC). No fieldwork was conducted for this report. The CRA project number is C16I001.

Table 1. Project Legal Locations.

T+R	Sec
14N 68W	25 (S2), 35 (E2)
14N 67W	31
13N 68W	1, 2, 3 (S2), 10, 11, 12, 13, 14 (S2), 15
13N 67W	5, 6, 7

ENVIRONMENTAL SETTING

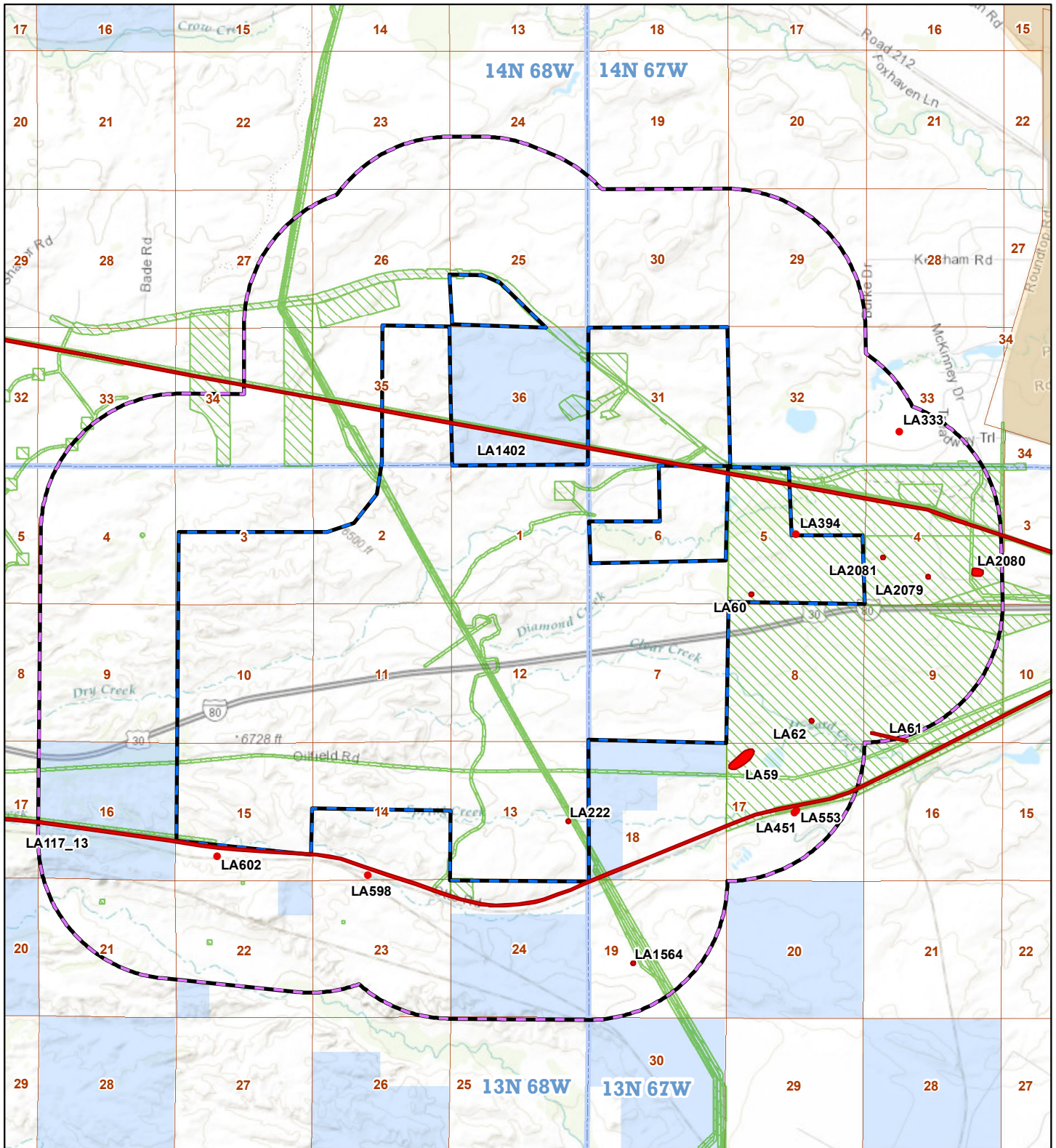
The file search area located west of the city of Cheyenne, Wyoming, in the Denver Basin physiographic province. The Laramie Mountains lie to the west. The project setting is rolling hills and includes part of the watersheds for Dry, Clear, Lone Tree, and Spring Creeks. The project area is mostly open ranch land with several small roads and areas of development. Happy Jack Road crosses through the north edge and Interstate 80 bisects the project area. The Union Pacific rail line is immediately to the south. F.E. Warren Air Force base is approximately 2 mi east of the project area.

FILE AND RECORDS SEARCH RESULTS

A file search was conducted with the Wyoming Cultural Records Office on April 26, 2016. The file search area included all lands within 1 mi of the proposed project. The file search returned 18 previously recorded sites (Table 2). The sites include 13 historic sites and 5 prehistoric sites. The historic sites include two road or trail segments, three ranches, three railroad related sites, a bridge, a corral, a power line, a dump, and a stone alignment site. Fort D. A. Russell, a National Historic Landmark, is located immediately east of the file search area. The prehistoric sites include three sites with stone features, one lithic scatter, and one camp.

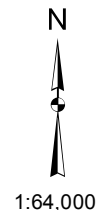
The sites in the file search area include 3 sites determined or recommended as eligible for inclusion in the National Register of Historic Places (NRHP), a contributing segment of an eligible trail, 8 sites that are determined or recommended as not eligible for inclusion in the NRHP, and 6 sites that have not been evaluated (Table 2).

Most of the sites are located in the 1 mi buffer around the project area. Only five of the previously recorded sites are within the project area. These include a not eligible prehistoric lithic scatter (48LA60), a not eligible prehistoric stone feature site (48LA222), the unevaluated historic King Ranch (48LA394), the eligible Cheyenne-Miracle Mile Transmission Line (48LA613), and the eligible Happy Jack Road (48LA541).



- Site
- Project Boundary
- File Search Area
- Previous Inventories
- Township
- Department of Defense Land
- State of Wyoming Land

**Corriedale Wind Farm Records Review
Site Location Map**



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Table 1. Previously Recorded Cultural Resources within 1 mi of the project area.

Smithsonian Number	Site Name	Site Type	NRHP Eligibility	Legal Location	Project Location
48LA59		Prehistoric camp	Unevaluated	13N, 67W, S 17	Within 1 mi
48LA60		Prehistoric lithic scatter	Not eligible-consultant	13N, 67W, S 5	In project area
48LA61		Prehistoric cairns	Unevaluated	13N, 67W, S 9	Within 1 mi
48LA62		Prehistoric stone features	Unevaluated	13N, 67W, S 8	Within 1 mi
48LA117_13	Lincoln Highway	Historic road	Contributing segment	13N, 67W, S 9,16, 17, 18; 13N, 68W, S 14, 15, 16, 23, 24	Within 1 mi
48LA222		Prehistoric stone features	Not eligible-SHPO	13N, 68W, S 13	In project area
48LA333	Angus-Hereford Ranch	Historic ranch	Unevaluated	14N, 67W, S 33	Within 1 mi
48LA394	King Ranch	Historic ranch	Unevaluated	13N, 67W, S 5	In project area
48LA451	Colorado Central railroad grade	Historic railroad	Eligible-consultant	13N, 67W, S 9,16, 17, 18; 13N, 68W, S 14, 15, 16, 23, 24	Within 1 mi
48LA541	Happy Jack Road	Historic trail/stage route	Eligible-SHPO	13N, 67W, S 4- 6 14N, 67W, S 31 14N, 68W, S 25-27, 36	In project area, but unrecorded
48LA553	Hazard railroad station	Historic railroad	Unevaluated	13N, 67W, S 17	Within 1 mi
48LA598		Historic bridge	Not eligible-consultant	13N, 68W, S 14	Within 1 mi
48LA602	Borie railroad station	Historic railroad	Not eligible-consultant	13N, 68W, S 15	Within 1 mi
48LA1402	Cheyenne-Miracle Mile power line	Historic power line	Eligible-SHPO	13N, 67W, S 4- 6 14N, 67W, S 31 14N, 68W, S 34-36	In project area
48LA1564		Historic stone alignments	Not eligible-SHPO	13N, 67W, S 19	Within 1 mi
48LA2079		Historic ranch	Not eligible-SHPO	13N, 67W, S 4	Within 1 mi
48LA2080		Historic corral/fence	Not eligible-SHPO	13N, 67W, S 4	Within 1 mi
48LA2081		Historic trash dump	Not eligible-SHPO	13N, 67W, S 4	Within 1 mi

Significant Historic Sites

48LA71-Fort D.A. Russell

This National Historic Landmark is 0.25 mi east of the file search area, but is included because it is especially significant. Fort Russell was established in July of 1867 to protect the interests of the continental railroad (Rosenberg 1989:13). The fort grew to hold a brigade in the early 1900's and was used to train cavalry and artillery during World War I. The fort was renamed Fort Francis E. Warren in 1930. During the Second World War, the fort housed more than 20,000 men, became an officer candidate school, and eventually a prisoner-of-war camp (Rosenberg 1989: 27). In 1947, the fort was taken over by the Air Force, who used it for engineer training and eventually for deploying Atlas missiles (Rosenberg 1989:27). The F. E. Warren Historic District, located to the northeast of the project area, was established in 1969 and became a National Historic Landmark in 1974 (Rosenberg 1989:28). The developed portion of the Fort and today's F.E. Warren Air Force base are more than 1 mi from the project area.

48LA117 Segment 13-The Lincoln Highway

The Lincoln Highway was the first transcontinental highway built in the United States. Its creation was initiated by the Lincoln Memorial Highway Association in 1913 (Larson 1978:407).

It was established in Wyoming from 1913–1915, but only consisted of a series of unimproved two-track roads and included discontinuous county road segments (Rosenberg and Rosenberg 1998). Construction of the first formal dedicated route of the Lincoln Highway through Wyoming was built between 1923 and 1924. The 1920s established route of the Lincoln Highway through Wyoming remained in use for transcontinental travel until sometime after its last realignment in 1932 (Hokanson 1999). The Lincoln highway follows the path of the “Emigrant Road” shown on the 1870 GLO. It is immediately south of the project area.

48LA451-Colorado Central Railroad Grade

This railroad was originally proposed in 1865 as a narrow gauge rail that started at the Union Pacific Track and serviced the mining country west of Golden, Colorado (Ormes 1975). It was built in 1866 and abandoned in 1890. The rails and ties were removed at this point (Athearn 1971). The northern terminus of the Railroad was the Union Pacific line at Hazard (48LA553). The remnant of the constructed grade is within 1 mi of the southern border of the project area.

48LA541-Happy Jack Road

Happy Jack Road was a major thoroughfare connecting Cheyenne to Laramie in the nineteenth century. The road is eligible under Criterion A as an early road into Cheyenne and an early route between Cheyenne and Laramie (TRC Mariah 2009). The road crosses through the north part of the project area.

48LA1402-Cheyenne-Miracle Mile Powerline

This powerline was constructed in 1939 and was part of one of the first hydroelectric powerlines in Wyoming. The site is recommended as eligible under Criterion C because the insulators and wire were consistent with the original construction (Schweigert 1998). It is unknown if the portion in the project area still maintains historic integrity.

Thirty-six previous inventories have been conducted within the file search area (Table 3). Of these sixteen inventoried part of the project area. Seven hundred seventy-five acres of the project area have been previously inventoried (9.4 percent). There are no large areas that have been inventoried to modern standards. Five hundred and twenty-one acres of the 725 acres previously inventoried within the project area were inventoried prior to the establishment of modern standards in 1983. The previously inventoried areas indicate a low site density throughout much of the project area.

Table 3. Previous inventories in the project area.

WYCRO Accession	Project	Consultant	Undertaking Type	Project Type	Location
77-411	West Cheyenne Study Area	Office of the Wyoming State Archeologist	Unknown	Class III Inventory	In project area
77-548	Greyrocks Powerline	Office of the Wyoming State Archeologist	Transmission Line	Class II Sample	In project area
80-2425	Laramie River-Ault 34.5Kv	Office of the Wyoming State Archeologist	Transmission Line	Class III Inventory	In project area
83-1340	FE Warren Peacekeeper Technical Report 4	Tetra-Tech (CA)	Military	Overview	Within 1 mile
85-1033	Peacekeeper Technical Report 4 Vol 1,2,3	Tetra-Tech (CA)	Military	Overview	Within 1 mile
86-122	Elkar & Tax Water Wells	Pronghorn Archaeological Services	Water	Class III Inventory	Within 1 mile
86-762	US Telecom Fiber Optic Cable	TRC Environmental Corporation	Communications	Class II Sample	Within 1 mile
86-845	FE Warren Air Force Base 115Kv Powerline	Western Area Power Administration Department of Energy	Transmission Line	Class III Inventory	Within 1 mile

WYCRO Accession	Project	Consultant	Undertaking Type	Project Type	Location
87-256	Collicott 1-24 King Well	Archaeological Energy Consulting	Oil and gas	Class III Inventory	Within 1 mile
87-339	AT&T Fiber Optic Line	TRC Environmental Corporation	Communications	Class III Inventory	In project area
98-1421	WIC Medicine Bow Lateral	Metcalf Archeological Consultants	Oil and gas	Class III Inventory	In project area
98-1421_3	Medicine Bow Lateral Addendum	Metcalf Archeological Consultants	Oil and gas	Class III Inventory	Within 1 mile
98-1669	Cold War Study	URS Corporation	Military	Overview	Within 1 mile
98-1676	WAPA Facilities In CO, WY, NE, and UT	Associated Cultural Resources Experts	Transmission Line	Overview	Within 1 mile
98-257	Stpu-1110(2) Otto Road	Office of the Wyoming State Archeologist	Railroad	Class III Inventory	Within 1 mile
99-1706	Otto Rd To Remount Power Line	LTA, Inc.	Transmission Line	Class III Inventory	Within 1 mile
99-1755	Sherard Water Filtration Plant	Office of the Wyoming State Archeologist	Water	Class III Inventory	In project area
0-1537	Medicine Bow Loop Pipeline	Metcalf Archeological Consultants	Oil and gas	Class III Inventory	In project area
0-1537_2	Medicine Bow Loop Pipeline Addendum 1	Metcalf Archeological Consultants	Oil and gas	Class III Inventory	Within 1 mile
1-1040	Stps-0107(23) Happy Jack Road	TRC Environmental Corporation	Transportation	Class III Inventory	In project area
1-1040_2	Stps-0107(23) Happy Jack Road	TRC Environmental Corporation	Transportation	Class III Inventory	In project area
2-1803	Cheyenne-Miracle Mile Powerline	Alpine Archeology	Transmission Line	Class III Inventory	In project area
2-1835	Englewood Co Proj-290806020-Ch S	Metcalf Archeological Consultants	Unknown	Class III Inventory	Within 1 mile
4-255	Fort Access Road Interchange	TRC Environmental Corporation	Military	Class III Inventory	Within 1 mile
5-1845	Cheyenne Belvoir Ranch Well Test	Office of the Wyoming State Archeologist	Water	Class III Inventory	Within 1 mile
6-1341	Belvoir Water Well Test Holes	Office of the Wyoming State Archeologist	Water	Class III Inventory	Within 1 mile
6-1583	Happy Jack Wind Energy Site	Cultural Resource Analysts, Inc.	Wind Energy	Class III Inventory	In project area
8-225	Benedek Cell Tower Site	Mettler & Associates	Communications	Class III Inventory	In project area
8-982	Silver Sage Windfarm	Arcadis U.S., Inc.	Wind Energy	Class III Inventory	Within 1 mile
9-287	King Ranch Cell Tower	TRC Environmental Corporation	Communications	Class III Inventory	In project area
9-557	Permanganate Feed System	Arrowhead Archaeology	Water	Class III Inventory	In project area
9-568	Benedek Cell Tower	TRC Environmental Corporation	Communications	Class III Inventory	In project area
9-756	NCAR-Wyoming Super Computing	LTA, Inc.	Communications	Class III Inventory	Within 1 mile
11-226	Borie Well Field TCRA Treatment	TRC Environmental Corporation	Water	Class III Inventory	In project area
11-267	Water Transmission Main Phase II	TRC Environmental Corporation	Water	Class III Inventory	Within 1 mile

CRA examined patent records and historic survey plats on the Bureau of Land Management's General Land Office (GLO) website (Bureau of Land Management 2016). Homestead Entries were further researched to see if any persons of particular historical significance were known to occupy the area. No listed properties were located on the search of the NRHP database.

No historic features are present in the file search area on the Henderson Historical Map. There are 1870 GLO plats available for all four townships in the project area. No cultural features were located within the project area, but a number of historic features are present within the 1 mi file search buffer.

- The plat for T 14N R 68W showed a trail named “Ft Sanders Road” immediately north of the project area traversing sections 25 and 26.
- The plat for T 14N R 67W shows two wagon roads north and east of the project area.
- The plats for T 13N R 68W and T 13N R 67W show the Union Pacific Railroad in its present alignment and a road immediately to the north marked as “Emigrant Road.” The T 13N R 68W plat also shows an unnamed wagon road near Lone Tree Creek a mile south of the Union Pacific Railroad (48LA613).
- Two structures are visible on the plat for T 13N R 67W. The Hazard Station House (48LA553) is shown along the Union Pacific Railroad and a structure with an indecipherable name can be seen in an inholding excluded from the project area in Section 6.

No later GLO maps were available. The GLO land patent database shows that the file search area is within checkerboard ownership patented to the Union Pacific in 1897 (Bureau of Land Management 2016). All land patents in the project area are shown in Table 4.

Table 4. GLO Land Patents in the project area.

Township	Section	Patents
14N 68W	25, 35	Union Pacific Railroad
14N 67W	31	Union Pacific Railroad
13N 68W	1, 3, 11, 13, 15	Union Pacific Railroad
13N 68W	2	Lois Bristol 1919 James Hawkins 1921
13N 68W	10	Simon Hunt 1922
13N 68W	12	Henry Clark 1916 Hannorah Coleman 1917
13N 68W	14	Russell Farris 1920
13N 67W	5, 7	Union Pacific Railroad
13N 67W	6	Frederick Lapash 1878, and William Farrell 1882

RECOMMENDATIONS AND CONCLUSION

The file search for the Corriedale Wind Energy Project identified five previously recorded sites in the project area. Two of these properties (48LA541 and 48LA1402) have been determined to be eligible for inclusion in the NRHP, two (48LA60 and 48LA222) have been determined or recommended as not eligible, and one (48LA394) has not been evaluated. The project should be designed to avoid impact to the eligible and unevaluated resources. The project infrastructure has not been finalized so it is unknown if these sites will be impacted by the proposed undertaking.

Project planning should consider not only direct physical impacts to cultural resources, but indirect visual and auditory effects to historic properties near the project area. Not eligible site

48LA222 contains prehistoric stone features which may be considered sensitive to Native American groups. The project proponent should consider tribal consultation for this site.

If the project design exceeds 30 turbines, the project will fall under the jurisdiction of the ISC. If the ISC becomes involved, all project infrastructure will require a Class III pedestrian inventory and the assessment of visual impacts to historic properties.

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