

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 101

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
101A	From SH 50-B in Las Animas south To (CO RD K) and (CO RD 18) in Toonerville

Highway Location:

Counties: Bent
Length (Miles): 21.368

OAHP Site Numbers (for previously recorded segments, if applicable)*:

<i>OAHP Site No.</i>	<i>Assessment</i>	<i>Assessment Date</i>	<i>Site Name</i>
None	No previously recorded segments are found on or adjacent to this highway		

Discussion of Site Forms (for previously recorded segments, if applicable):

Colorado Cultural Resources Inventory forms for previously recorded properties adjacent to segments of this highway include 5BN.363 (Boggsville Historic District). This site form is available in Compass and includes 39 acres comprising the original Boggsville settlement along the east side of SH 101. The Boggsville Historic District is listed in the National Register of Historic Places.

Historic Districts located within 250 feet of highway (OAHP Site Number and Name)*:

<i>OAHP Site No.</i>	<i>District Name</i>	<i>Assessment (If Applicable)</i>
5BN.363	Boggsville Historic District	Listed on National Register

*Information based on data from Compass provided by OAHP

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Historical Data:

SH 101 is a two-lane highway that extends south from Las Animas for approximately 72 miles crossing the Purgatoire River and into south-central rural Bent County. SH 101 is first indicated on state highway maps in 1922 as an unimproved roadway from Las Animas to Springfield at which time its alignment was more stair-stepped and its southern terminus was present-day US 160 near Pritchett. Historic mapping indicates the road was graded by 1930. Right-of-way plans in 1934 indicate that this highway was associated with Depression-era federal relief improvements along portions of the route, including the crossing of the Purgatoire River, under National Recovery State (NRS) Road Project No. 364. Plans for Federal Aid Secondary (FAS) Project No. 364-C dating to 1938 indicate that a portion of the Muddy Creek near the southern terminus of present-day SH 101 was reconfigured along with construction of a new bridge. By 1939, state highway maps indicate that a segment of SH 101 to the north had been surfaced and the road was extended south, stopping just short of the Oklahoma state line. The route was shortened significantly in 1954, extending from Las Animas to Toonerville, which generally corresponds to its present-day length. The road was fully paved by 1968.

Settlement in southeastern Colorado occurred in the early 1800s as a result of regional trade along the Santa Fe and Cherokee Trails, whose routes generally followed the Arkansas River Valley corridor and subsequently formed portions of the route of present-day U.S. Highway (US) 50, which is the northern terminus of SH 101 in Las Animas. The Santa Fe Trail was the earliest major east-west route through this region. The settlement of Boggsville was located along the east side of present-day SH 101, approximately two miles south of Las Animas and north of the Purgatoire River. Boggsville was established in the 1860s and served travelers along the nearby Santa Fe Trail and facilitated the local and regional trade of livestock, agricultural products, and commercial goods. Current SH 101 passes along the west side the former town site and historic mapping indicates an earlier road on a different alignment providing a connection from the north to the Santa Fe Trail during Boggsville's early period of development but prior to construction of the current highway alignment.

Entry of the Atchison, Topeka, and Santa Fe Railroad into Colorado during the late nineteenth century also furthered settlement and growth of towns like La Junta, Lamar, and Las Animas. Las Animas was founded in 1869 and the surrounding area was noted for its large cattle roundups and large shipments of buffalo meat. (Colorado State Planning Commission, 1941: 304) Southeastern Colorado boasted the largest cattle industry in the state during the late nineteenth century. As agricultural production increased the transportation network expanded. By the 1920s, new highways, farm-to-market roads, and local connector routes were constructed to link rural areas with regional market centers and municipalities. (Noel et al 1994: 25, 29; Wyckoff 1999: 167-170) SH 101 was constructed by the early 1920s and connected rural areas in Bent County with Las Animas and other commercial centers in the southeastern region of Colorado.

(Unless otherwise indicated, sources used in the preparation of this section included state highway maps, the Highways of Colorado by Matthew Salek, Highways to the Sky: A Context and History of Colorado's Highway System, Colorado State Roads and Highways, National Register of Historic Places Multiple Property Submission, plans in the Online Transportation Information System (OTIS), and site forms for previously surveyed resources in Compass when available.)

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Not Significant - No historical significance identified

Significant - Historical significance identified (see details below)

Property Type and Areas of Significance:

A detailed explanation why this highway possesses historical significance is provided in the Significance Statement below.

Cultural:

Criterion A specific requirements

- Early and/or prominent project of the Colorado Highway Department (Transportation)
- Association with a significant event (If applicable, the Area of Significance is indicated in the statement of significance below)
- Association with federal work relief programs (Politics/Government)

Criterion C specific requirements

- Representative example (Transportation)

Engineering:

Subtypes

- Farm-to-Market Road
- Limited Access, Multiple-Lane, Divided Highway/Freeway
- Highway Bypass

Criterion A specific requirements

- Early and/or prominent project of the Colorado Highway Department (Transportation)
- Association with a significant event (If applicable, the Area of Significance is indicated in the statement of significance below)
- Association with federal work relief programs (Politics/Government)

Criterion C specific requirements

- Representative example (Transportation)
- Engineering achievement (Engineering)

Aesthetic:

Criterion A specific requirements

- Early and/or prominent project of the Colorado Highway Department (Transportation)
- Association with a significant event (If applicable, the Area of Significance is indicated in the statement of significance below)
- Association with federal work relief programs (Politics/Government)

Criterion C specific requirements

- Representative example (Transportation)
- Engineering achievement (Engineering)
- Landscape architecture (Landscape Architecture)

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Historic periods of highway construction:

- Pre-territorial (pre-1861)
- Territorial and pre-automobile state roads (1861-1890)
- Automobile age (1890-1930)
- Depression and World War II (1930-1945)
- Postwar Interstate Era (1945-1973)
- Completion and Augmentation of Interstate System (1973-2000)

Level of Significance:

- Local
- State
- National

Significance Statement:

SH 101 is classified as an Engineered Route under the classification system in the MPS.

Criterion A

Although current SH 101 is located adjacent to the former settlement of Boggsville, the establishment of SH 101 post-dates the founding of Boggsville by several decades and research indicated the settlement was accessed by earlier roads on a different alignment than SH 101 and does not have a direct and important association with the development for Boggsville. Research did not indicate that this highway is an example of an early project by the Colorado Highway Department (CHD); however, historically, SH 101 served to connect Las Animas to other regional routes such as US 160 and other towns in the southeastern area of the state. As such, SH 101 functioned as a main transportation route of the CHD for providing direct connectivity as a farm-to-market road between an important agricultural region and its markets and it possesses significance under Transportation as a farm-to-market road for its role in agricultural development at the local level. The portion of the highway associated with improvements under the Works Progress Administration, NRS Road Project No. 364, have a direct association to a specific Depression-era federal work relief project and derives significance in the area of Politics/Government at the state level.

Criterion B

Research did not reveal this highway to be directly associated with the events or work of a person important in history, nor does research indicate the highway represents the efforts of a specific individual to secure construction of this highway for the economic development of a community or area of the state. Therefore, this highway does not possess significance under Criterion B.

Criterion C

This highway is not considered to be an early or prominent project of the CHD. Research and literature review yielded no evidence to indicate the use of innovative or important engineering design or construction techniques that serve to distinguish this highway from other roads and does not appear to exhibit important engineering innovations or important later modifications. The highway's design and construction appear to fall within the established standard practices of state highway design and construction of the time and the highway does not possess significance under Criterion C.

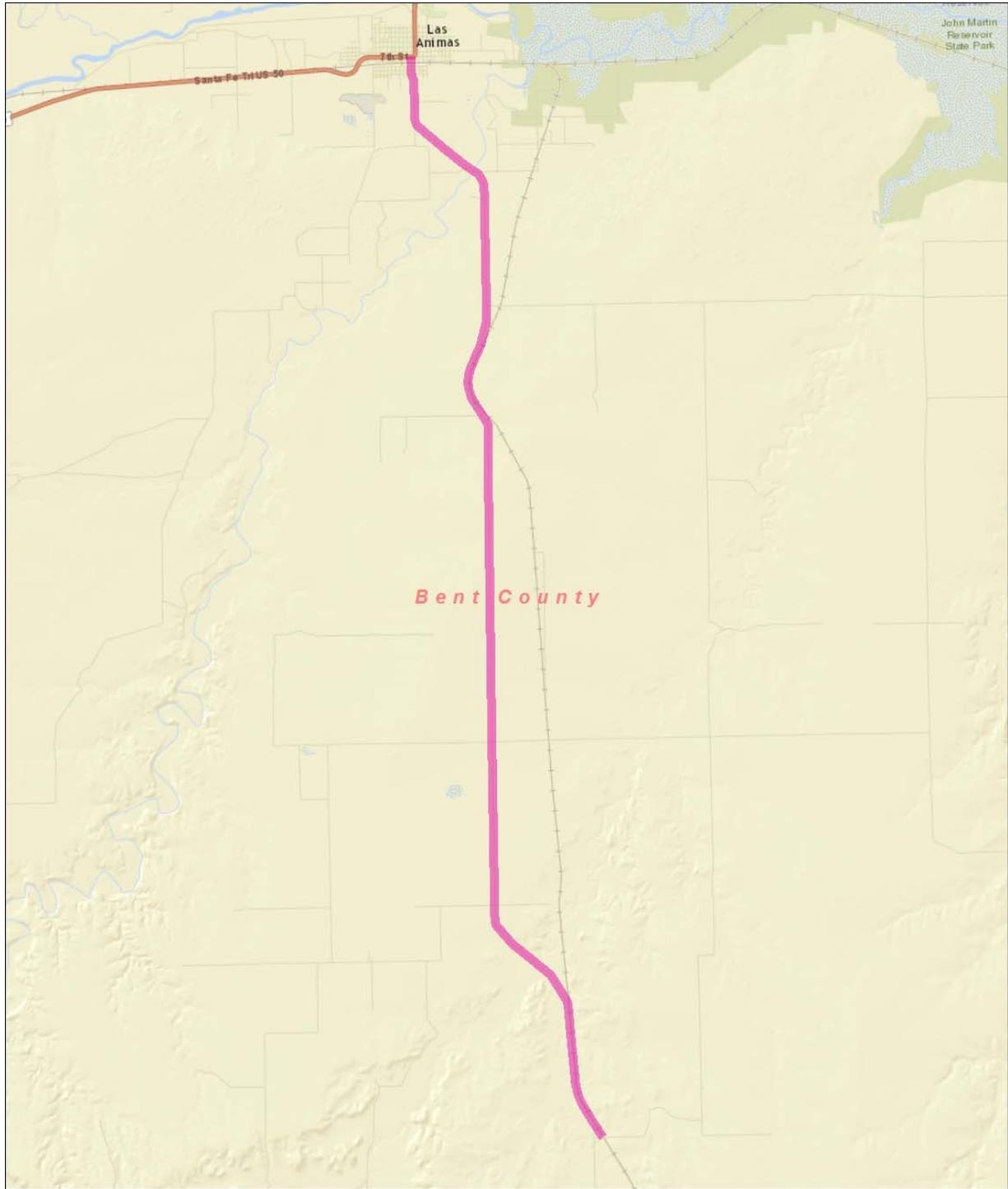
Criterion D

For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under Criterion D.

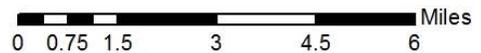
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- SH 101
- County Boundary

SH 101



Map indicates the extent of the highway based on CDOT GIS data; portions co-signed with other highways may not be indicated.