

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 105

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
105A	From County Road 8 (Woodmoor Drive) in Monument North to the El Paso/Douglas County Line North of Palmer Lake
105B	From CO RD 105 and Wolfenberger Rd west of Castle Rock North To SH 67-E west of Sedalia

Highway Location:

Counties: Douglas, El Paso
Length (Miles): 9.238

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

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

No Colorado Cultural Resources Inventory forms for previously recorded segments of this highway were identified in Compass. The highway passes through one listed National Register of Historic Places (National Register) historic district: 5DA.212 Bear Canon Agricultural District that encompasses the entirety of SH 105B, between Wolfensberger Road and Sedalia. The National Register Nomination and site form are available in Compass.

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>
5DA.212	Bear Canon Agricultural District	Listed on National Register

*Information based on data from Compass provided by OAHP

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Historical Data:

Previously recorded forms for this highway were reviewed for this section (see Discussion of Colorado Cultural Resources Inventory Forms above).

SH 105 lies in the Front Range region of Colorado in Douglas and El Paso counties, and is comprised of two discontinuous segments: SH105A, which is a 4.739 mile long segment extending from just east of the Monument exit on Interstate(I)-25 (Begin at milepost 4.731) to the Douglas/El Paso County line just north of Palmer Lake (End milepost 9.48); and SH 105B, which is a 4.749 mi. long segment that begins at the intersection of SH 105 and Wolfensberger Road (milepost 28.16) and ends at SH 67E (milepost 32.628) south of Sedalia. Originally SH 105 was a longer, continuous route, but segments have been turned back, resulting in the two discontinuous routes that are currently designated as the state highway.

The Colorado Piedmont, through which SH 105 is routed, is a region defined geographically as the rolling hills and stream-laced valleys that lie to the east of the Front Range. This area contains both the most urbanized corridor in the state and also wide swaths of rural farm and ranchlands, with its history firmly rooted in the events that profoundly changed the region from the 1850s well into the twentieth century. Prehistorically the region was the hunting grounds of the Comanche, who were later pushed south by the Cheyenne and Arapahoe. By the 1850s sparse European-American settlement in the form of scattered farms and trading posts dotted this area, with trails such as the Cherokee Trail crossing the plains and connecting with California-bound trails to the north. With the Pikes Peak Gold Rush, however, change was fast and intense. The urban core that became the metro Denver area sprang from commerce and transportation, i.e., the connection of the gold fields in the Rocky Mountains with the markets and cities to the east. Colorado Springs was developed first in the 1870s as an early tourist destination, with General William Palmer's vision of a resort city acting as a guide. The city became an elite enclave, known for a time as "Little London" for the proliferation of British tourists, many of whom stayed, and Colorado Springs would go on to become home to a high number of millionaires made from the Cripple Creek Gold Rush in the 1890s. With the advent of World War II and the post-World War II period, the Colorado Springs area became home to military installations like Fort Carson, Peterson Air Force Base, and the US Air Force Academy, installations which would have their own impact on the history of infrastructural development in and around the city (Wyckoff 1998:101-103; Ubbelohde 1995:118;334-335).

The route of SH 105 runs through an area that was the location of notably early settlement in the Front Range corridor. The Bear Canon (Canyon) Historic District, placed on the National Register in 1975, contains the entirety of SH 105B, also named North Perry Park Road. The district is still a rural community of historic ranches and farmsteads, which lie on both side of the highway. These ranches were first established by English settlers lured to the area by the British investors in the Denver and Rio Grande Railway. The historic district nomination describes them as a "homogenous group, literate, deeply religious, and committed to building a new agricultural community free of gentry privileges" (Bear Canyon Historic District Nomination 5DA.212, p. 4). Many of these ranches date to the 1860s and 1870s.

South of the Bear Canyon Historic District, SH 105A runs through the resort community of Palmer Lake and continues south and east through Monument. An historical marker on SH 105A at the intersection of the highway with Davidson Street, in Monument, commemorates the small but significant "Old Stone Fort" and stone encampment structure erected at the home of early settler David McShane. Although the remains of the fort are no longer in evidence, the location is a documented historical archaeological site (5EP.340) and the marker (5EP.6940) was erected by the Colorado Historical Society and the Daughters of the American Revolution (DAR) in 1951 (Carrigan 2011).

SH 105 is one of the first routes approved by the first State Highway Commission in 1910 (Wiley 1976:11). The route that includes SH 105 is visible on early maps produced prior to the road's designation as a state highway, and served to connect the farms and ranches in the area, including those in the Bear Canon Historic District, with the commercial centers of Denver and Colorado Springs. The community of Sedalia, originally known as Plum Creek, anchors the north end of the highway and was a ranch town on U.S. Highway (US) 85. SH 105 ran through the Plum Creek Valley, roughly following West Plum Creek, south from Sedalia to Palmer Lake, which was likewise located on US 85. Designated as a state highway in the 1920s, in 1954 SH 105 was extended south from Palmer Lake and east to meet the newly straightened US 85 at Monument. For several decades, SH 50 east of I-25 was part of SH 105, but this segment was turned back on 2007, as was the portion of SH 105 between Palmer Lake and the intersection of Wolfensberger Road.

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Sources indicate that SH 105 is one of the more historically significant routes that connect the Colorado Springs area to Denver. It was an early route that served local farmers and ranchers in the transport of agricultural goods to commercial centers, and that it was an established route connecting early homesteaders and settlers long before it was designated as a state highway. Later, in 1910, it became an early and important project of the Colorado Highway Department.

(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 105 is classified as an Engineered Route under the classification system in the MPS. This highway possesses significance under Criterion A in the area of Transportation at the local level of significance.

Criterion A

SH 105 was in the first batch of Colorado highways identified for development in 1910 by the first State Highway Commission. Prior to that, it was an important ranch road, serving settlers in Douglas and El Paso Counties as early as the 1860s. It is significant under Criterion A in the area of Transportation at the local level as an important example of an early project of the Colorado Highway Department, and also as an important farm-to-market route providing connection between Front Range ranch settlement and the commercial centers of Denver and Colorado Springs.

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

Although SH 105 was an early and prominent project of the Colorado Highway Department, 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 it is not known to have been the site of 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.

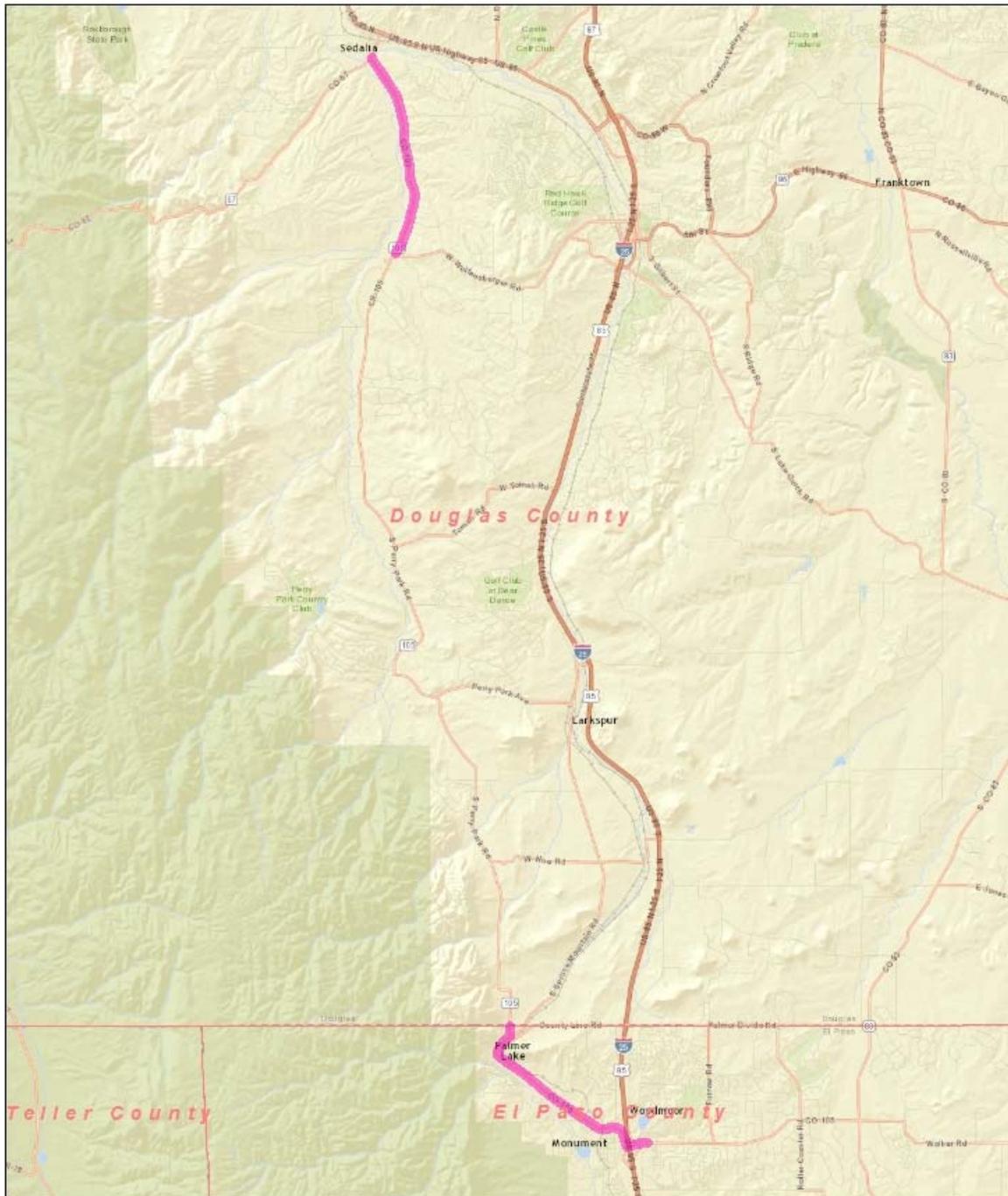
Criterion D

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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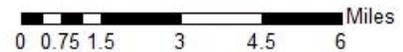
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- SH 105
- County Boundary



SH 105



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