

## Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

**Highway Name:** State Highway (SH) 125

### CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
125A	From SH 40-A west of Granby north via Walden To the Wyoming State Line

### Highway Location:

Counties: Jackson, Grand  
Length (Miles): 75.234

### 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>
5GA.1709.1	Officially needs data>Field needs data	09/02/1992>07/28/1992	UNNAMED ROAD
5GA.1709.2	Officially needs data>Field needs data	09/02/1992>07/28/1992	UNNAMED ROAD

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

Two Colorado Cultural Resources Inventory forms for previously recorded segments of this highway were identified in Compass. Neither site form was available for review.

### 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>
None	No historic districts are found on or adjacent to this highway	

\*Information based on data from Compass provided by OAHP

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**Highway Name:** State Highway (SH) 125

### Historical Data:

SH 125 is approximately 75 miles long and located in the north central part of the state. The highway currently extends south from the Wyoming border through Cowdrey, Walden, and Rand to the junction with U.S. Highway (US) 40 near Granby through mountain meadows, sagebrush-covered foothills, and mountainous areas that comprise an area known as North Park.

Native American Tribes frequented this part of the state prior to the mid-nineteenth century, including the Ute and Arapahoe, who hunted and lived in North Park during the summers and established trails for traveling through the area. The earliest non-native people in this area were primarily fur trappers and explorers. Ranching developed into a prominent activity within the intermountain areas of North Park and included activities like the raising of cattle and sheep as well as hay production. Another wave of settlement occurred during the Colorado Gold Rush in the late 1850s and 1860s as miners, prospectors, and settlers entered the area in search of fortune. The mining of coal, copper, silver, gold, and fluorspar helped spur increased development throughout much of the nineteenth century. (North Park Pioneer Museum)

By the 1890s the town of Walden served as a central supply and trade center for the vast area known as North Park and was connected to a railroad by 1911. In 1925 the Continental Oil Company drilled the discovery well in the North McCallum Oil Field and a 1941 guidebook mentions Brownlee Loading Station, located along SH 125 between Cowdrey and Walden, as a shipping point for products of the North McCallum Oil Field. This coincides with the development of oil production elsewhere throughout Colorado during the 1920s including in Larimer County (1923-25), Moffett County (1924, 1927), Route County (1924), and Fremont County (1926), and constitutes an important industrial theme in state history. Colorado oil production surpassed two million barrels per year between 1926 and 1929 due in part to the application of new technologies to locate potential sources, including magnet surveys, electrical impulses, radio waves, and shock transmissions. The North McCallum Oil Field was used periodically between 1926 and 1943 for experimentation purposes and to provide fuel for other drilling operations in the area. (North Park Pioneer Museum 2013; Carpen 2010: 109)

Historically, state highway maps indicate the road that became SH 125 was in place by 1916 for the majority of the route. SH 125 provided access to the North McCallum Oil Field and also enabled transportation of oil products to larger commercial centers from this remote region. The northernmost portion of SH 125 was originally part of SH 127 prior to its designation as SH 125 in 1946. SH 125 was paved between Cowdrey and Rand by 1946 and the entire route was paved by the mid-1950s. SH 125 facilitated the transportation of oil products from the North McCallum Oil Field and provided direct access to markets and urban centers from this remote region of the state. (Colorado State Planning Commission 1941: 388; Colorado Oil and Gas Association 2012; Carpen 1957: 109)

(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 125 is classified as an Engineered Route under the classification system in the MPS.

#### *Criterion A*

Research did not indicate that this highway is an example of an early or prominent project by the Colorado Highway Department (CHD) or was built or improved as part of a Depression-era federal work relief project. SH 125 is located along a route used to provide access to early oil exploration and was used for transporting products from the North McCallum Oil Field beginning in 1926. As such, it has a direct and important association with the statewide oil production that occurred during the 1920s and possesses significance under Criterion A in the area of Transportation and Industry at the state level for its role in transporting products from the North McCallum Oil Field during an important boom period in Colorado oil production.

#### *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 by 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.

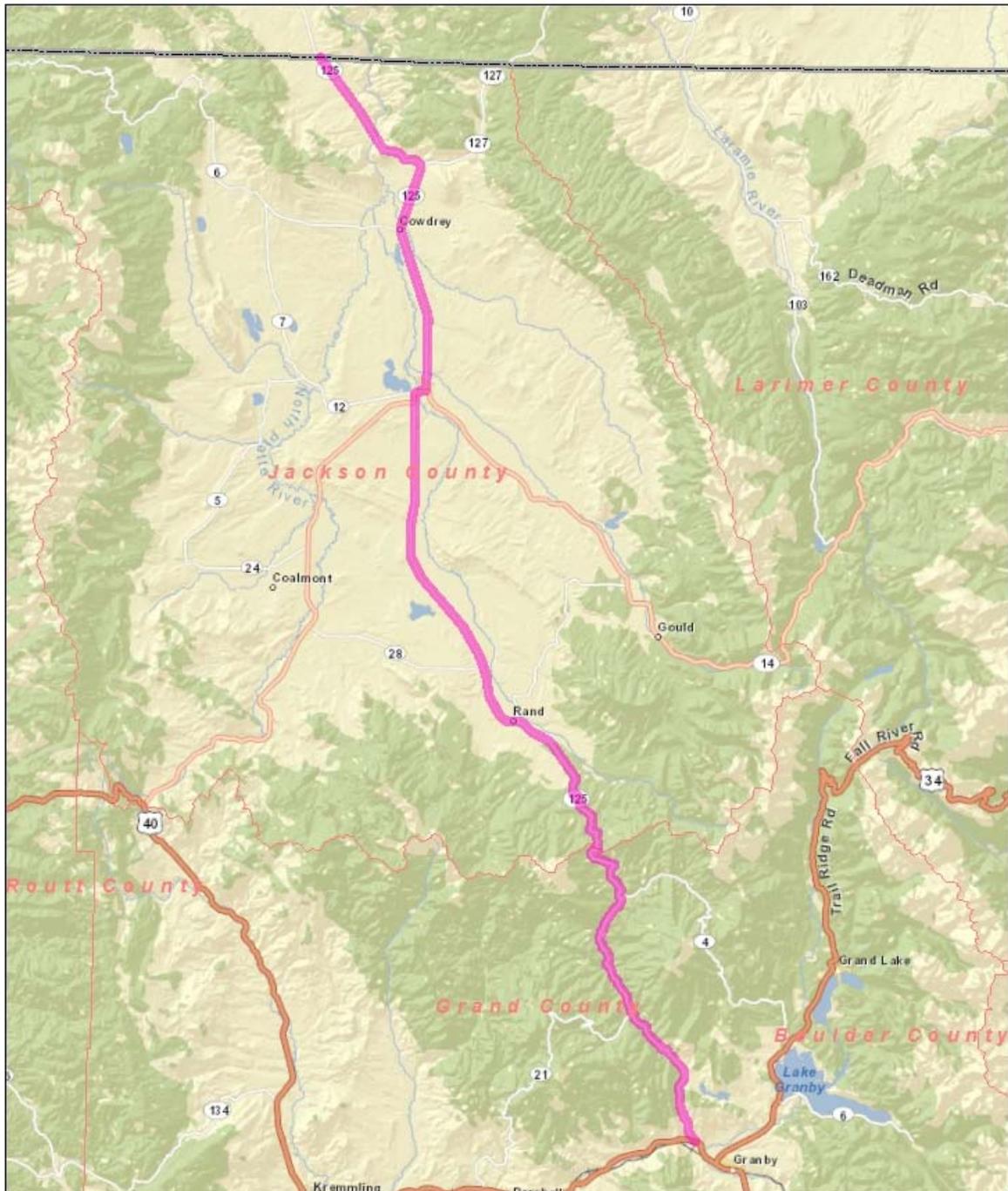
#### *Criterion D*

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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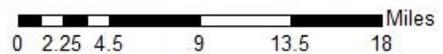
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- SH 125
- State Boundary
- County Boundary



**SH 125**



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