

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 127

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
127A	From SH 125-A north of Cowdrey northeast via Kings Canyon To to the Wyoming State Line

Highway Location:

Counties: Jackson

Length (Miles): 9.078

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):

No Colorado Cultural Resources Inventory forms for previously recorded segments of this highway were identified 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>
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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Historical Data:

SH 127 is approximately nine miles long and located in the north central part of the state. The highway currently extends south from the Wyoming border to the junction with SH 125 through mountain meadows and sagebrush-covered foothills in an area known as North Park.

Native Americans 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. By the 1890s the town of Walden was established as a central supply and trade center for the vast area known as North Park and was connected to a railroad by 1911. Oil production is an important industrial theme in state history and oil production in this part of the state began in 1925 with the drilling of the North McCallum Oil Field; however, this highway did not provide direct access to these activities but served as a link to other more prominent routes that were associated with mining such as SH 125. (North Park Pioneer Museum 2013; Carpen 1957: 109)

Historically, state highway maps indicate the road that became SH 127 was in place by 1924 and extended south along its present alignment before turning north and returning to the Wyoming border forming a half-circle route. By 1946 the western portion of SH 127 was renumbered as part of SH 125. The highway was paved by 1954. State highways, farm-to-market roads, and small local regional connector roads like SH 127 typically served to link more remote areas with more prominent regional transportation corridors, towns, and cities. Research and review of historic mapping indicates that this highway had no important association to historic themes within the state and region and did not provide direct access to destinations associated with historically important themes. Within the context of the region, SH 127 served as a minor connector road and functioned as one of many highways that comprised the local and regional transportation network.

(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.)

**Information based on data from Compass provided by OAHF*

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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 127 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 127 is located in a mountainous region of the state and serves as a connector road for travel in this remote part of the state via other prominent highways and transportation corridors. As such, it did not serve an important role in mining activities or facilitating the production and transportation of oil in a direct and important way. SH 127 did not serve as an important farm-to-market road as the highway does not extend through a prominent agricultural area within the state and did not function as a main transportation route for providing direct connectivity between an important agricultural region and its market. As such, SH 127 does not possess significance under Criterion A.

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.

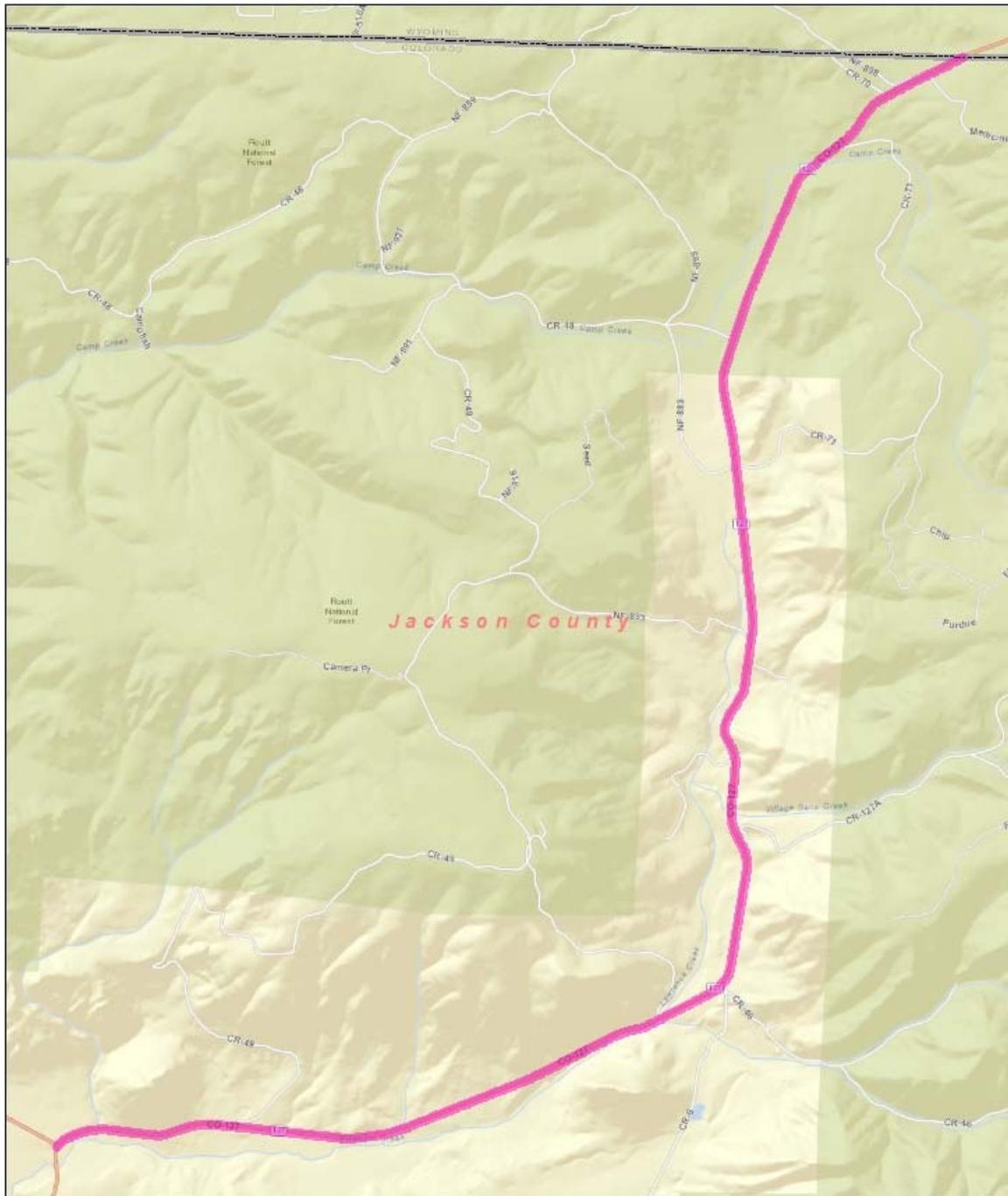
Criterion D

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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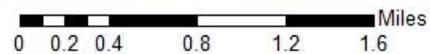
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Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, P.C., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013



- SH 127
- State Boundary
- County Boundary



SH 127



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