

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 151

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
151A	From SH 172-A in Ignacio east via Arboles and northeast To SH 160-A east of Chimney Rock

Highway Location:

Counties: La Plata, Archuleta
Length (Miles): 33.869

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 151 is approximately 43 miles long and extends from U.S. Highway (US) 160 in Archuleta County to SH 172 in the town of Ignacio in La Plata County. Southwestern Colorado is a generally mountainous region that owes much of its history to mining. The earliest transportation corridors in southwest Colorado were wagon roads that often followed trails established by Native Americans, explorers, fur trappers, and traders. Research did not indicate this highway was associated with an early trail or important wagon road. Later, the Colorado Gold Rush of 1859 brought an influx of people to Colorado's southwestern region in search of fortune and led to the establishment of mining camps and a local agricultural pursuits through the area to supply activities at the mines and those working in the mines. Most mining areas are located to the north of SH 151 where early roads in the region were often built to serve and connect mining camps with nearby mining districts and communities for the movement of people and the transfer of commercial and agricultural goods (Ubbelohde et al 2006; 175-177; Wyckoff 1999; 53, Colorado State Planning Commission 1941; 423-425).

The southern border of Colorado surrounding SH 151 is characterized by arid sage- and grass-covered hills used for grazing livestock. The area also features mesas, canyons, and foothills. The Ute Mountain Reservation and Southern Ute Reservation are also located in this area. These reservations are comprised of approximately 16,000 acres of farmland and grazing land. Ignacio is located at the western terminus of SH 151 and was historically a center for trade for the surrounding farming community. The Good Roads Movement and founding of the Colorado Highway Department in the first decades of the twentieth century led to the establishment of a highway network throughout the region and state (Carter and Mehls 1984: 138-141; (Colorado State Planning Commission 1941; 358-361). Historic state highway maps indicate SH 151 was established by 1926 and extended south from US 160 to Arboles and then south to the New Mexico border. According to Salek, the highway ended at Arboles by 1954, sharing its southern terminus with SH 172 at the time. Around 1972 SH 151 was extended to Ignacio instead of ending at Arboles.

State highways, farm-to-market roads, and small local connector roads served to link major regional transportation corridors and facilitate the transfer of goods as well as travel within the region. SH 151 functioned as one component of the overall regional transportation network to provide connections to other roads and common local destinations. Research, literature review, and historic mapping does not indicate that this highway provided direct access to destinations related to important historic themes.

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

Criterion A

SH 151 was established in the mid-1920s, after the early formative years of the Colorado Highway Department (CHD) and does not represent an early or prominent project completed by the CHD that possesses significance. Research did not indicate the road was built or improved as part of a Depression-era federal relief program. Although SH 151 passes through grazing land used for livestock raising no evidence suggests that it served as an important farm-to-market road or was pivotal in the transfer of agricultural goods or livestock within the region. As such, this road 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

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 within the mountainous southwest region and it 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.

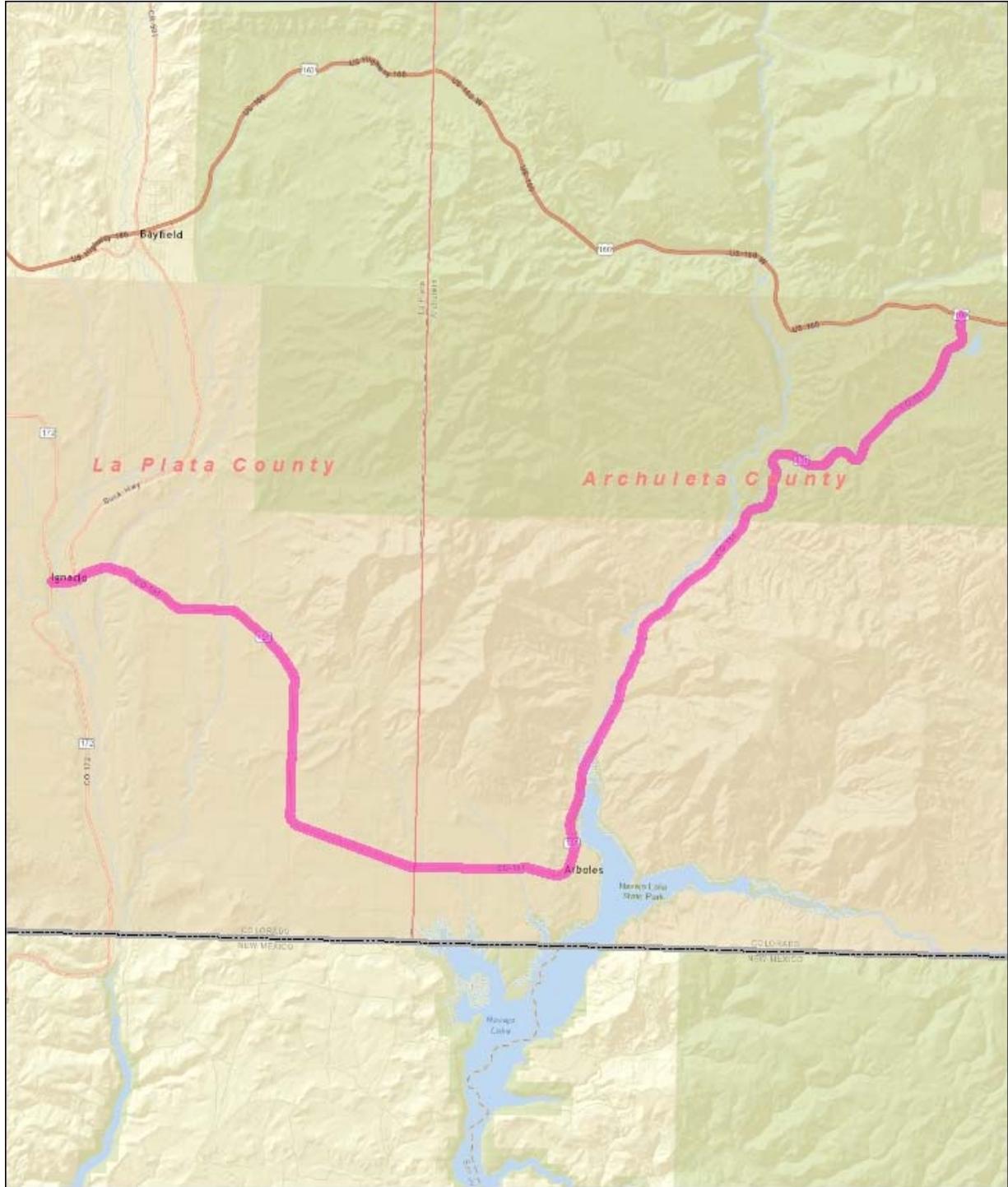
Criterion D

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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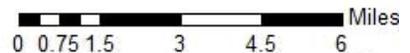
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- SH 151
- State Boundary
- County Boundary



SH 151



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