

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 165

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
165A	From SH 96-A southwest of Wetmore southeast via San Isabel and Rye To I 25-A east of Colorado City

Highway Location:

Counties: Custer, Pueblo

Length (Miles): 36.675

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>
5CR.41		1/1/1976	SECOND MACE TRAIL
5PE.4415	Field eligible	11/12/2003	OLD SAN ISABEL ROAD
5PE.4423.1	Officially not eligible>Field not eligible	02/19/2004>01/14/2004	HIGHWAY 165 (SEGMENT), SH165, ROUTE 35

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

One Colorado Cultural Resources Inventory form for previously recorded segments of this highway (5PE4423) was identified in Compass. SH 165 (5PE4423) was previously evaluated for National Register of Historic places (National Register) listing and determined not eligible in 2004. The route of Old San Isabel Road (5PE.4415) does not correspond to the current alignment of SH 165. Similarly, the Second Mace Trail (5CR.41) is a nine-mile trail that extends from SH 165 to the town of Beulah but does not carry a portion of SH 165.

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*

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 165

Historical Data:

SH 165 is approximately 37 miles long and extends in a westerly/northwesterly direction from Interstate(I)-25, near Colorado City, through Rye, and ends at SH 96. The highway travels through the San Isabel National Forest and its setting is primarily mountainous.

Historically, the trails, highways, and rural roads that made up the transportation network in this region facilitated travel and also made possible the transfer and distribution of the region's agricultural products. Settlement in this part of the state 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 and subsequently formed portions of the route of present-day US 50. The community of Beulah was first established in the 1860s and was one of the earliest settlements in the area. Pueblo was established in 1870 and became a regional center of trade and industry due to its proximity to mining, agricultural areas, and New Mexico. The community of Rye was officially incorporated in 1937 but the community dates to the 1870s [Wyckoff 1999: 144-145; Pueblo.org 2014; Mitchell 2012).

Historic state highway maps indicate that a road along the general alignment of the southern half of present-day SH 165 was in place by 1919; at that time the road only extended between present-day I-25 and SH 78. Previous inventory forms indicate that the original road was built and maintained by the U.S. Forest Service and the Bureau of Public Roads. SH 165 was designated by 1926 and extended between present-day I-25 (U.S. Highway [US] 85 at the time) and SH 96. The town of Crow served as its eastern terminus for many years. By the mid-1950s the route was turned back so that it only extended between present-day I-25 and Rye. However, the route was gradually extended north again until it connected with SH 96 in 1957. State highways, farm-to-market roads, and small local connector roads served to link major regional transportation corridors, towns, and cities. SH 165 provided a link between US 85 (I-25), a major north-south cross-state route, and SH 96, a major east-west route across the region. This road served as a local connector road and functioned as one component of the overall regional transportation network to provide connections to other roads and common local destinations.

(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*

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 165

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)

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

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 165

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 165 is classified 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 or was built or improved as part of a Depression-era federal work relief project. Although this highway historically served as a link between U.S. Highway 85 (I-25) and SH 96 no evidence suggests that it served as an important transportation corridor; it rather served as a local connector between two other major routes. No evidence was found to suggest it served as an important farm-to-market road linking an agricultural region with its market nor does it possess a direct association to mining or other industrial activities. As such, this highway 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 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.

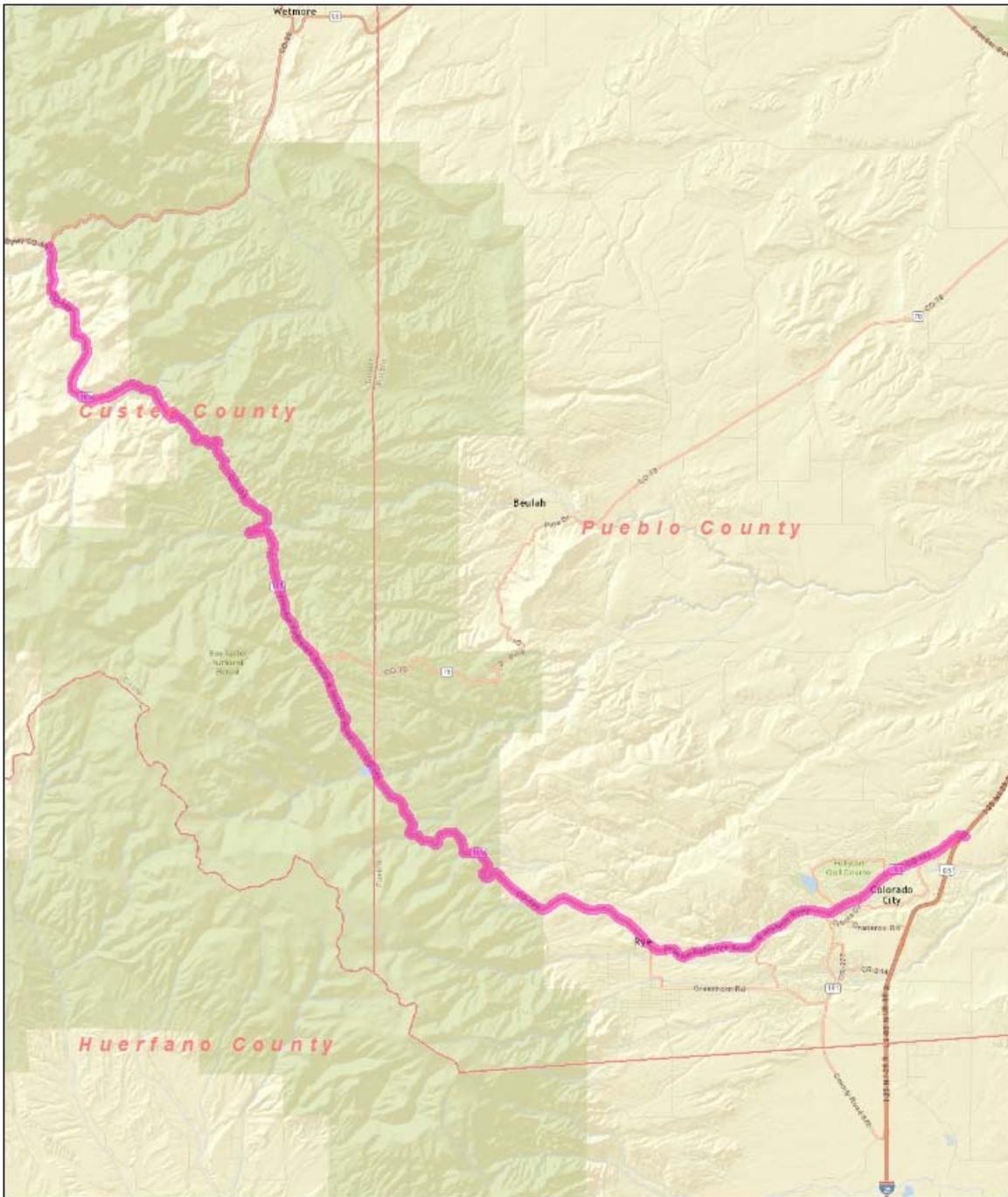
Criterion D

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.

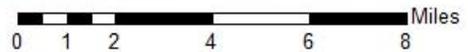
**Information based on data from Compass provided by OAHF*

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 165



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



- SH 165
- County Boundary

SH 165



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