

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 167

CDOT Route Nos. and Milepost (MP) Limits:

| <i>CDOT Route</i> | <i>Route Description</i> |
|-------------------|---------------------------------------------------------------------------------|
| 167A | From SH 96-B west of Olney Springs South To a County Road JJ.00 South of Fowler |

Highway Location:

Counties: Otero, Crowley
Length (Miles): 4.86

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 167 is approximately five miles long and extends south from SH 96 and crosses U.S. Highway (US) 50 in the town of Fowler. The highway follows Grant Avenue in Fowler west to County Road 2 and then turns south to extend to its southern terminus near County Road JJ.

Historically, the trails, highways, and rural roads that made up the transportation network in southeastern Colorado facilitated travel through this sparsely-populated region 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 in part 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 Santa Fe Trail was the earliest major east-west route through this region and remained as such until the 1920s when highways such as former SH 100 (current US 160) and present-day US 287, US 350 and US 385, the major north-south arteries in this region, provided access to previously remote areas in the far southeastern corner of the state.

Southeastern Colorado boasted the largest cattle industry in the state during the late nineteenth century. Due to the arid climate, in the late nineteenth and twentieth century irrigation canals were constructed in the region to facilitate agriculture that included wheat, hay, oats, corn, sugar beets, watermelon, cantaloupe, and other crops. The entry of the Atchison, Topeka, and Santa Fe Railroad into Colorado during the late nineteenth century resulted in the settlement and growth of towns like La Junta, Las Animas, Lamar, Granada, and Holly, which prospered by providing a direct link for conveying commercial and agricultural goods between towns and larger markets. The town of Fowler was incorporated in 1900 with a population of 150. The town gradually expanded over the next few decades with businesses, churches, and a lumberyard and eventually developed into a shipping point for livestock and poultry, especially. During the early twentieth century, farm-to-market roads were constructed to link rural areas and small towns with regional market centers (Noel et al 1994: 25, 29; Wyckoff 1999: 167-170; Colorado State Planning Commission 1941: 306; Town of Fowler).

Historic state highway maps indicate that SH 167 was designated by 1926 with its southern terminus at US 50. The highway was extended south through Fowler to its current southern terminus in 1939. State highways, farm-to-market roads, small local connector roads like SH 167 served to link more remote areas and small towns with the major regional transportation corridors, towns, and cities; however, research and review of historic mapping does not indicate that this highway provided direct access to destinations related to important historic themes. SH 167 served as one of several local connector roads within the area that linked US 50 and SH 96 with Fowler to form the local transportation network providing connections to other roads and common 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.)

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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 167 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 (CHD) or was built or improved as part of a Depression-era federal work relief project. Present-day SH 167 is a short connector route and historically served to provide a connection between Fowler, SH 96, and US Highway 50, two major regional transportation corridors. Although located within an agricultural region, this highway did not function as a main transportation route for providing direct connectivity as a farm-to-market road between an important agricultural region and its market. As such, it 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.

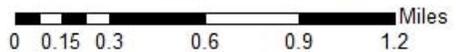
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- SH 167
- County Boundary

SH 167

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