

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

**Highway Name:** State Highway (SH) 177

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

<i>CDOT Route</i>	<i>Route Description</i>
177A	From SH 470-A south of Denver North via University Blvd To SH 285-D at Hampden Ave

**Highway Location:**

Counties: Arapahoe, Douglas  
Length (Miles): 6.373

**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 177 (South University Boulevard) starts north of Highlands Ranch (an unincorporated community south of C 470 in the southern part of metro Denver) and continues north through the communities of Centennial, Greenwood Village, and Cherry Hills Village, ending at U.S. Highway (US) 285 (Hampden Avenue) for a total distance of 6.373 miles. The relevant historical themes for this highway include residential subdivision development in the Denver metro area between 1940 and 1965 and the early agricultural development of Douglas County and Sedalia, as well as the development of Littleton, the county seat of Arapahoe County.

SH 177 is first noted on a state highway map in January 1929, connecting Littleton to a point east of Sedalia as an alternate route east of the Great North South Highway (SH 1). The route has changed significantly through the years. Originating in Littleton, SH 177 followed the Daniels Park Road to Sedalia, which is no longer part of the state highway. A portion of Daniels Park Road between C 470 and the southern edge of Highlands Ranch has been destroyed by subdivision development. At its longest, the route extended from Sedalia to as far north as York Street and Brighton Boulevard through the metro area for a total distance of about 24.5 miles. This was reduced to Colfax Avenue in 1954, to the Valley Highway near Buchtel Boulevard in 1960, and finally to Hampden Avenue, the current northern terminus, in 1963. The original southern portion between Littleton and Sedalia disappears from state maps in 1954, indicating the removal of this portion because US 85 provided the same connection. The following year, Interstate 25 provided freeway access between Denver and Castle Rock, a short distance from Sedalia.

The road is constructed as a straight north-south line except for a section between East Orchard Road and East Arapahoe Road where the road veers to the northeast to cross Dry Creek and avoid deKoevend Park. Three bridges on the highway date to the 1960s: F-17-AC (1968); F-17-AB (1965), and F-17-AA (1965).

Historically, SH 177 connected Littleton and Sedalia in rural Douglas County, but other routes (the North-South Highway and US 85) also connected the two communities and this highway is considered to be secondary to those in terms of historic importance. The initial purpose of this highway, to connect Littleton in Arapahoe County, to Sedalia in Douglas County, is no longer served by the current route. The highway is a truncated version of a route that used to run through the metro area. The route is also associated with the growth and development of residential subdivisions in Cherry Hills Village (incorporated in 1945), Greenwood Village (1950), and Centennial (2000) .

A review of sources did not reveal that this route represents important road engineering achievements, an important road type or subtype identified in the MPS, or that it served to provide an important connection to markets or facilitated development of these communities are part of the suburban growth of the southern part of the Denver metropolitan area after World War II.

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

#### *Criterion A*

As an Engineered Route, SH 177 does not possess significance under Criterion A. Research failed to indicate this highway has a direct association with a historical theme important in Colorado history, or that it represents an early or prominent road construction project of the Colorado Highway Department (CHD), or the connections it provides inform any subsequent highway improvements. As a secondary highway that served local traffic between Sedalia and Littleton, the highway is not associated with a historically important theme or event. length was shortened when US 85/87 became the primary highway for the southern Denver metro area. The current highway is associated with the post-World War II growth of communities such as Cherry Hills Village, Greenwood Village, and Centennial. However, research failed to indicate this highway has a direct and important association with the development of this part of the metropolitan area after World War II. As such, the highway does not possess significance as an early engineered highway 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*

As a representative example, a state highway that exhibits physical features indicative of an important type or subtype identified in the MPS reflecting its original design or important variation may possess significance. A state highway may also possess significance for particularly important engineering achievements.

This highway is not considered to be an early or prominent project of the CHD and it can no longer convey significance as an early highway due to a decrease of the original highway length between 1954 and 1963. 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 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.

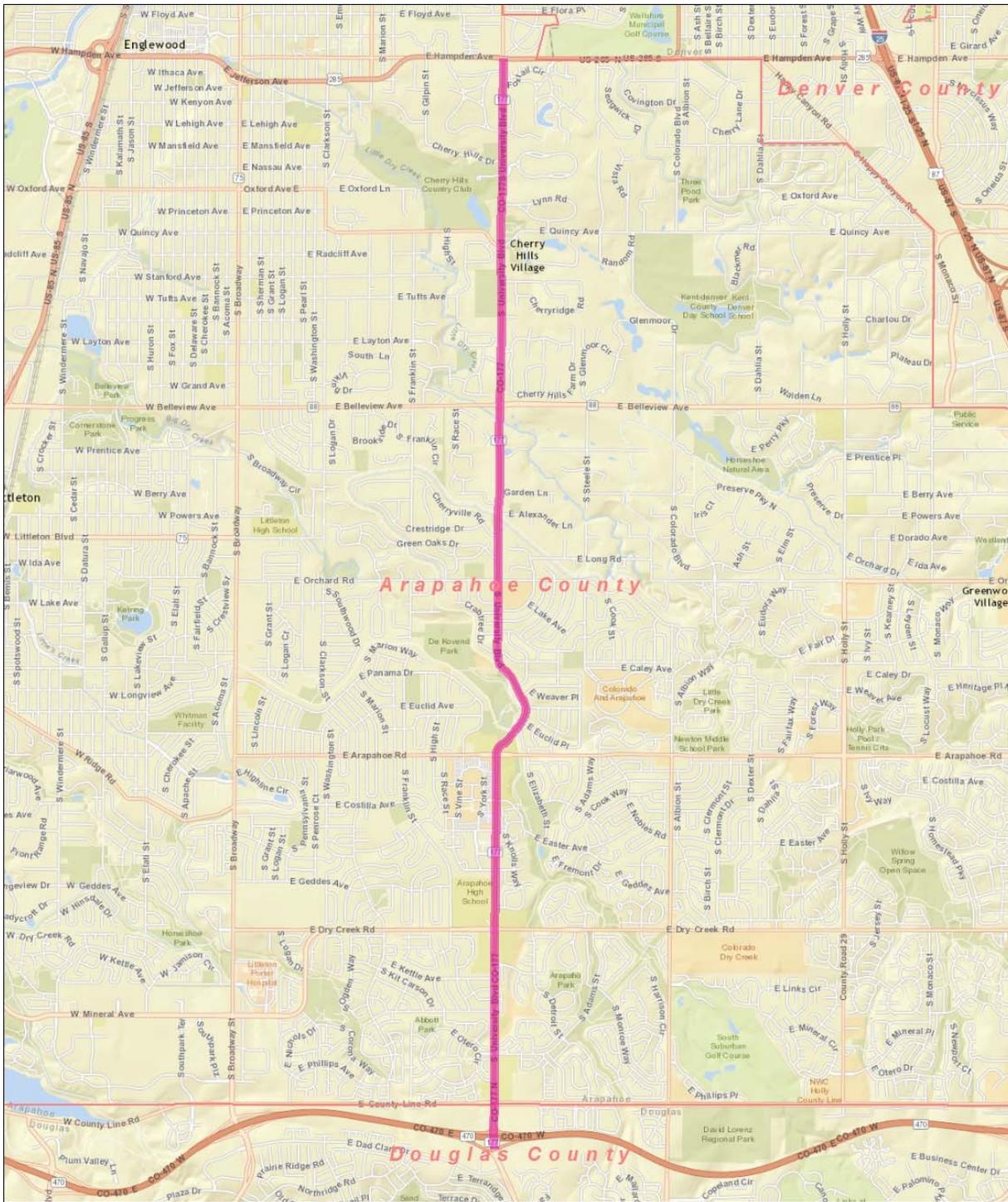
#### *Criterion D*

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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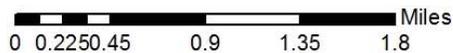
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- SH 177
- County Boundary



SH 177



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

\*Information based on data from Compass provided by OAHF