

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 183

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
183A	From SH 50-B east of Las Animas South To the Fort Lyon Veterans Hospital at CO RD (HH)

Highway Location:

Counties: Bent
Length (Miles): 1

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):

Colorado Cultural Resources Inventory forms for previously recorded properties adjacent to segments of this highway includes 5BN.117. This site form is available in Compass and includes the Fort Lyon Historic District, which is listed in the National Register of Historic Places and located at the southern end but outside the corridor for SH 183.

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>
5BN.117	Fort Lyon Historic District	Listed on National Register

*Information based on data from Compass provided by OAHP

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Historical Data:

SH 183 is a two-lane paved roadway located east of Las Animas. The northern terminus of the highway begins at U.S. Highway (US) 50 and extends south intersecting with County Road HH at the entrance of historic Fort Lyon – a distance of one mile. Fort Wise (later renamed Fort Lyon) was established in 1860 along the Santa Fe Trail (generally the route of current US 50) as an army fort and served in that capacity until 1888. Fort Lyon was located along the Fort Wallace/Fort Lyon Road, an important north-south transportation route between Fort Lyon and Fort Wallace along the South Fork of the Republican River in northwestern Kansas. Soldiers from both forts patrolled the route and also served as escorts for commercial wagons, state coach runs, and mail carriers. The army post consisted of a central parade ground, officer's row, company quarters, and a headquarters building. Between 1907 and 1922, Fort Lyon was used as a Navy tuberculosis treatment facility. From 1922 to 1956 the property was transformed into a veteran's hospital for treating neuro-psychiatric patients (Fort Lyon Historic District Nomination).

SH 183 first appears on state highway maps in 1934. The short one-mile roadway was paved in 1940 and served as a direct connection between US 50 and Fort Lyon. Previously, topographic maps through 1948 show a road (non-extant) extending to the northwest from the fort and connecting to a road near the current location of US 50. By 1954 the topographic map indicates that current SH 183 and the entrance road to Fort Lyon (which is listed as a contributing resource in the nomination) both designated as SH 183 providing direct access to US 50 and named Fort Lyon Road (Historic Aerials, Inc. 2015). In 2002 ownership of Fort Lyon was transferred from the Veteran's Administration to the Colorado Department of Corrections and SH 183 continues to provide a local connection between the low-security prison and US 50. (Lingo et al 2003: Section 8, 66)

SH 183 is a short one-mile road segment located in southeastern Colorado. The environment in this region consists of arid grasslands and canyons and includes the Arkansas River Valley consisting of the Arkansas River and its tributaries. Settlement 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 corridor and subsequently formed portions of the route of present-day US 50. Early mapping of the region show territorial roads connecting early military garrisons and trade centers like Fort Wise, Bent's Fort and Trinidad that served as trade routes.

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. The Santa Fe Trail was the earliest major east-west route through this region and remained as such until the 1920s highways such as former SH 100 (current US 160), the second major east-west route, 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.

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

Criterion A

Under 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. While the SH 183 does not appear to be associated with the history of Fort Lyon during its role as a military garrison, the initial development and designation of SH 183 by 1939 replaced earlier routes that provided direct access from the facility to US 50 during the period it served as a veteran's hospital. As such, this highway is significant in the area of Transportation and Military for its role in providing direct access to a military veteran's home at the state level 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

Under 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.

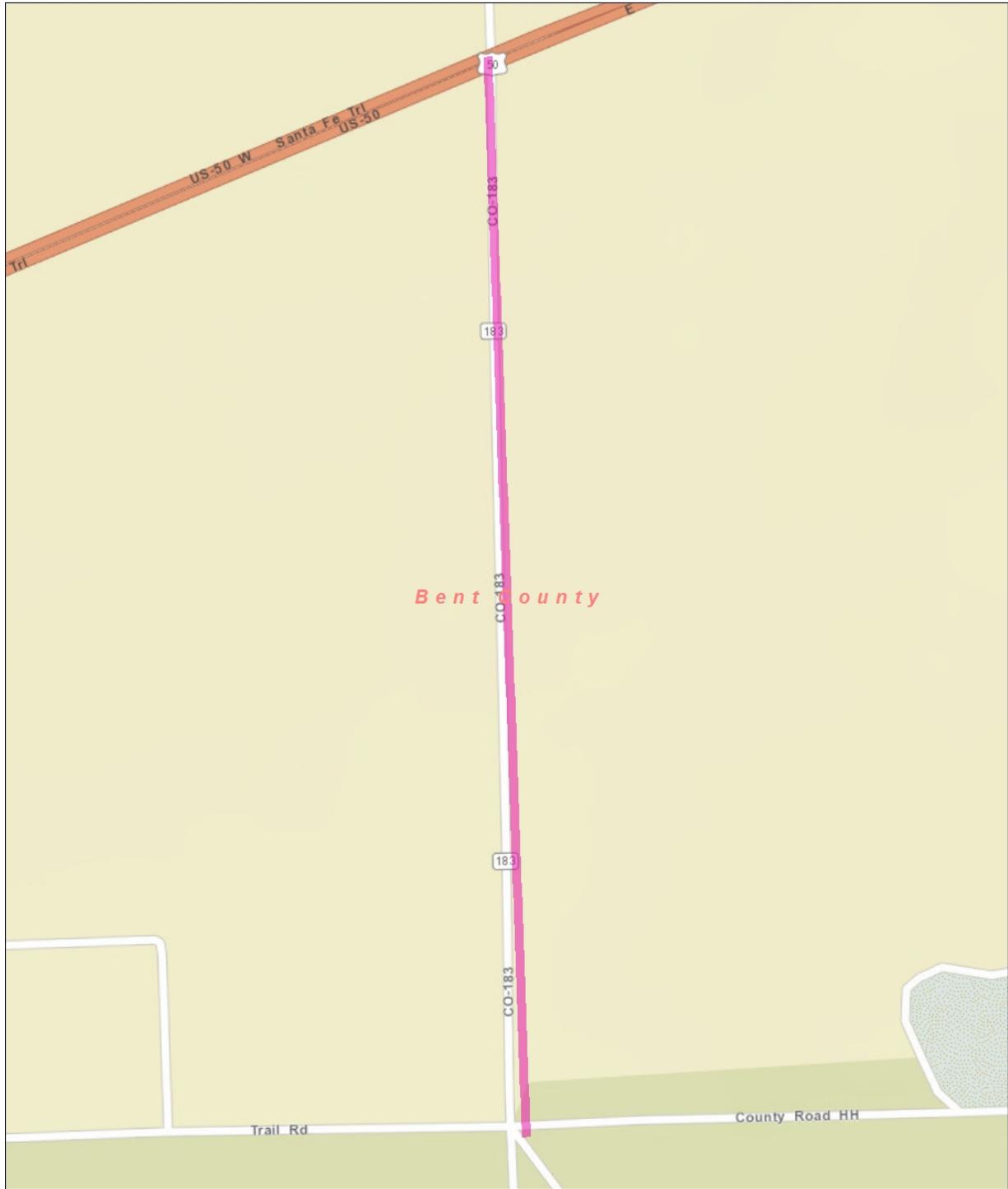
Criterion D

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.

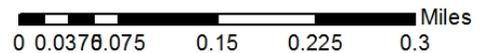
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-  SH 183
-  County Boundary

SH 183



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