

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 202

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
202A	From SH 50-B in Rocky Ford south and west To CO RD 16 North and CO RD FF West of Rocky Ford

Highway Location:

Counties: Otero
Length (Miles): 3.22

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 202 is two-lane paved segment of road on the west side of Rocky Ford that is just over three miles in length. Its eastern terminus is U.S. Highway (US) 50 and its western terminus is its intersection with County Road 11. Undated right-of-way plans for the highway indicate that work on the road occurred under Federal Aid Secondary (FAS) Project No. S0092(1). Federal-Aid Highway projects were the result of the Federal-Aid Highway Act of 1944, which post-dates Depression-era federal work relief programs and was a common and typical funding program in which highways were constructed after 1944. SH 202 first shows up on state highway maps in 1939 and was designated a state highway that same year. State highway maps indicate the route was surfaced by 1941 and paved 1952.

SH 202 is a connector road that extends west from Rocky Ford. The Santa Fe Trail was the earliest major transportation route through this region. Southeastern Colorado boasted the largest cattle industry in the state during the late nineteenth century and other agricultural activities including growing wheat, hay, oats, corn, sugar beets, watermelon, and cantaloupe. 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, and Granada, which served as shipping centers for conveying commercial and agricultural goods between towns and larger markets. Rocky Ford was established in the 1880s when George W. Swink established a trading post along the Arkansas River. Once the railroad extended through the area, located northwest of La Junta, Swink relocated the trading post to the present site of Rocky Ford and began agriculture experiments with watermelons. By 1891 Swink was growing and shipping approximately 300 tons of watermelons per year. His success attracted more farmers to the area and in the 1890s cantaloupes became a major crop shipped from Rocky Ford throughout Colorado and the nation. Farm-to-market roads constructed during subsequent decades provided access between regional shipping centers and remote agricultural areas. (Noel et al 1994: 25, 29; Wyckoff 1999: 167-170; Rocky Ford Growers Association 2015)

SH 202 provided local access to Rocky Ford from the west. However, research and review of historic mapping does not indicate that this highway singularly provided direct access to destinations related to important historic themes such as industry, agriculture, or commerce. SH 202 served as one of several local connector roads within the Rocky Ford area that comprises southeastern Colorado's transportation network.

(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 202 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), was built or improved as part of a Depression-era federal work relief project, or had a direct and important association with other important historical themes. Historically, SH 202 served to provide access and connections to local traffic via other roads in and near Rocky Ford offering access to routine local and regional destinations. The 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

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.

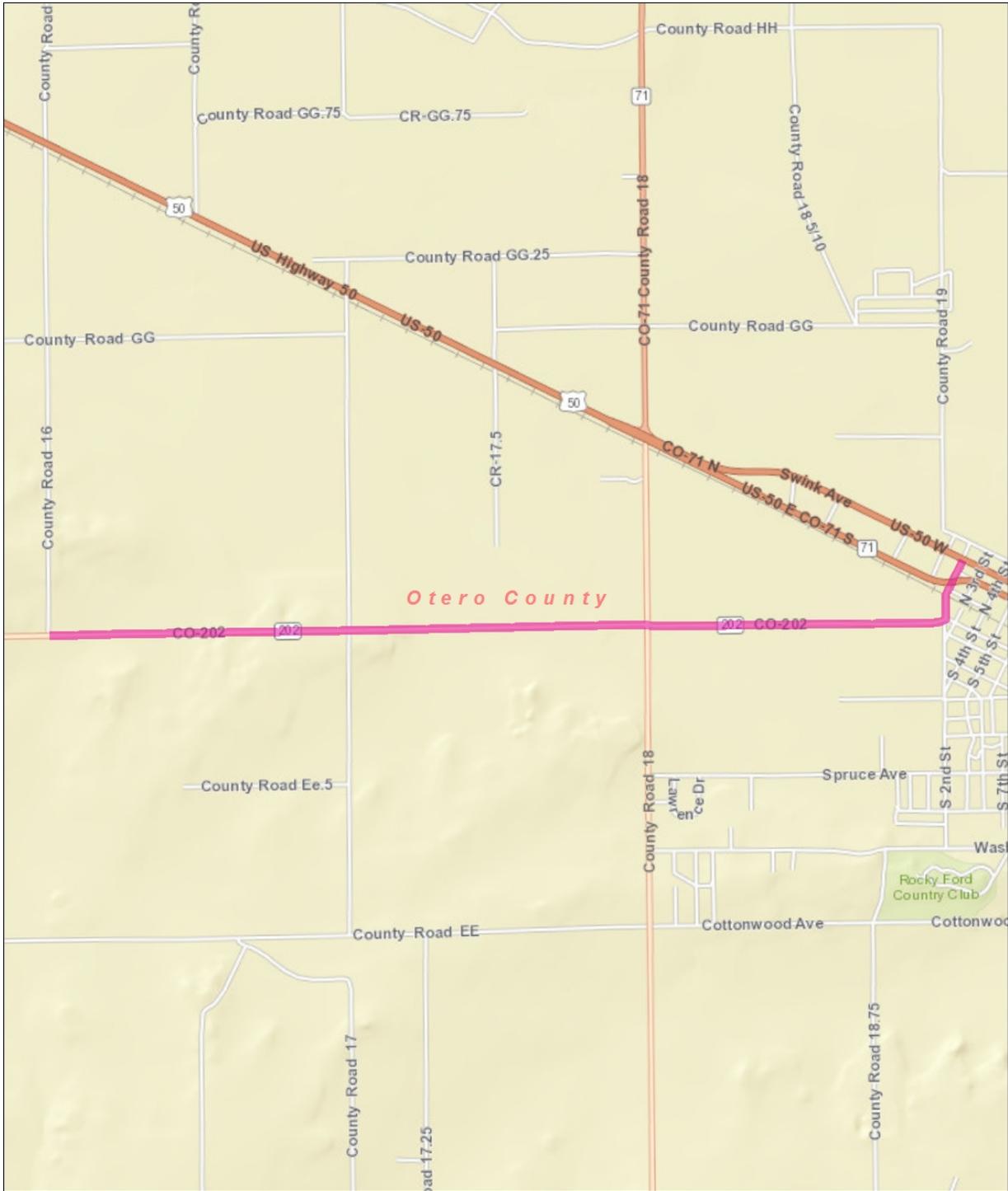
Criterion D

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.

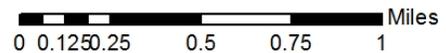
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- SH 202
- County Boundary

SH 202

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