

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

**Highway Name:** State Highway (SH) 209

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

<i>CDOT Route</i>	<i>Route Description</i>
209A	From SH 50-B North To SH 96-B in Boone

**Highway Location:**

Counties: Pueblo  
Length (Miles): 1.507

**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 209 is approximately 1.5 miles long and extends between U.S. Highway (US) 50 and SH 96 at Boone in southeastern Colorado. The highway crosses the Arkansas River and travels through a relatively flat, rural landscape surrounded by pasture and cropland.

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. Later, 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 additional 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 Boone was founded during the Pikes Peak Gold Rush in the late 1850s and early 1860s. The town of Boone was first established as "Booneville" by Albert Gallatin Boone, grandson of Daniel Boone, who served as the first postmaster. The Santa Fe Railroad also constructed a depot here circa the 1920s. During the early twentieth century, farm-to-market roads were constructed to link remote areas with regional market centers (Noel et al 1994: 25, 29; Wyckoff 1999: 167-170; Colorado State Planning Commission 1941: 306).

Historic state highway maps indicate that SH 209 was designated in 1939 and originally extended northeast from SH 96 at Boone. By 1954 the route connected SH 96 and US 50 and no longer extended northeast of Boone. State highways, farm-to-market roads, and small local connector roads like SH 209 served to link 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 209 served as one of several local connector roads within the area that linked US 50 and SH 96 to form the regional transportation network to provide 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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## Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

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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 209 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 209 is a short connector route and historically served to provide a connection between two major regional transportation corridors, SH 50 and SH 96. 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.

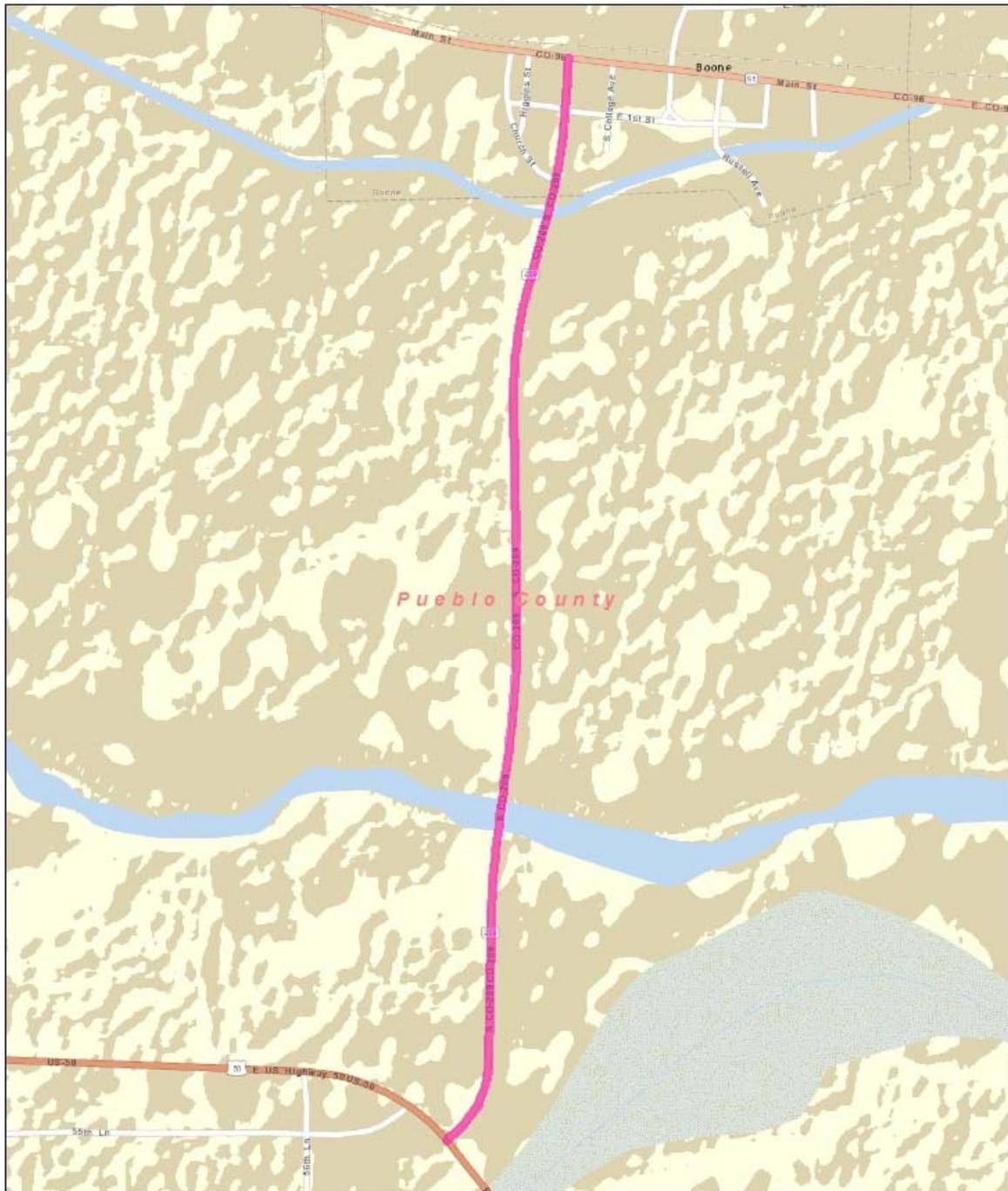
#### *Criterion D*

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.

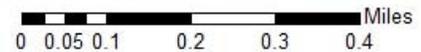
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- SH 209
- County Boundary

SH 209

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