

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

**Highway Name:** State Highway (SH) 265

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

<i>CDOT Route</i>	<i>Route Description</i>
265A	From I 70-A viaduct in Denver Northeast To SH 6-H at (69th Ave) in Commerce City

**Highway Location:**

Counties: Denver, Adams  
 Length (Miles): 3.625

**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>
5AM.2410.1	Supports eligibility of entire linear resource>Field eligible	10/20/2009>07/14/2009	Brighton Boulevard (segment)
5DV.10617.1	Supports eligibility of entire linear resource>Field eligible	03/05/2009>07/14/2008	BRIGHTON BOULEVARD, SH 265 - SEGMENT

**Discussion of Site Forms (for previously recorded segments, if applicable):**

Colorado Cultural Resources Inventory forms for previously recorded segments of this highway listed above and available in Compass include the BNSF Bridge (5AM.1362) that crosses over SH 265. This bridge was built in 1912 for the Union Pacific Railroad crossing over Brighton Blvd. It is one of the oldest concrete slab bridges still existing in the state. This form provided background on this railroad crossing and its significance for the transportation corridor. Forms 5DV.10617.1 and 5AM.2410.1 included the most comprehensive historic background research and both found the segment of Brighton Blvd eligible. The resource also travels adjacent to Riverside Cemetery (5AM.125) and the National Register of Historic Places nomination form provided some information about transportation routes that changed the layout of the cemetery.

**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>
5AM.125	Riverside Cemetery	Listed on National Register
5DV.11277	Riverside Cemetery	Listed on National Register

*\*Information based on data from Compass provided by OAHP*

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### Historical Data:

SH 265 begins at the Interstate(I)-70 Brighton Blvd exit and travels for 3.625 miles northeast through stockyards, commercial warehouses, and oil refineries. It parallels Riverside Cemetery and crosses the Denver County line to Adams County ending at the junction with U.S. Highway (US) 6/285.

SH 265 was first built as a county road in the 1880s. Early farm maps show the northern portion of the route from Riverside Cemetery in Adams County, heading northeast, as Road No. 31 (Willits Farm Map, 1899). In Denver County, the road was present south to Claude Street (1 block west of York) in 1889. A 1909 map of Riverside Cemetery shows the alignment of Brighton Blvd around the cemetery. (Hegner, 1994: 7-9) The rest of the highway south of York was established between 1914 and 1930. In 1939, the portion south of York Street was incorporated into SH 224. (5AM.2410.1: 7) By 1946, SH 265 was designated from York Street near Riverside Cemetery to its end point at US6/85. (ROW Construction Plans 1948; US Topo and Derby 1955; Salek).

SH 265 has served as a vehicle route for people entering Denver from the northeast since the 1880s. Vehicle traffic was significant enough in 1912 that the Chicago, Burlington, and Quincy Railroad built a railroad overpass to protect train and vehicle travel (5AM.1362). Truck farmers, dairy farmers, and ranchers from Brighton and other northeastern Colorado communities used SH 265 to reach the Denver stockyards, processing plants, markets and transportation centers (Wagner 2002: 113; 121-130). After World War II, commercial enterprises such as oil and gas refineries also drew vehicle traffic along the artery (Wagner 2002: 150; 5AM.2410.1: 3). Research indicates this route was an important, early, and direct link for to transport agricultural goods between northeastern Adams County and Denver.

(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 265 is classified as an Engineered Route under the classification system in the MPS. As an Engineered Route, this highway possesses significance under Criterion A in the area of Transportation at the local level.

#### *Criterion A*

SH 265 is significant under Criterion A as an farm-to-market road. SH 265 is a main transportation route from Brighton in Adams County, to Denver, providing an important artery for farms and ranches in the Brighton area to market shipping centers such as the Union Stockyards and rail shipping centers of the Union Pacific and Burlington Northern Railroads. Its role continued during the post-World War II era with development related to the oil and gas industry that grew along the artery because of the access it provided to Denver.

#### *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 Colorado Highway Department. 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.

*\*Information based on data from Compass provided by OAHF*

