

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 391

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
391A	From the South Side Frontage Rd at SH285-D in Lakewood North along Kipling St. To the North side of I 70-A in Wheat Ridge at 49th Ave

Highway Location:

Counties: Jefferson
Length (Miles): 9.434

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 391 is entirely located in Jefferson County and runs 9.64 miles from the south side of the Frontage Road at SH 285-D (Hampden Avenue) in Lakewood north as Kipling Street to the north side of Interstate(I)-70-A in Wheat Ridge at 49th Ave.

Suburban development along Kipling Street did not begin until the years following World War II, with the boom years of suburbanization in the Metro Denver area. Kipling was designated as SH 391 from Colfax south to Alameda in 1955. By 1967, the highway designation reached north to 44th Avenue (SH 58) and to its present northern terminus of I-70 in 1968 (Salek, 2014). Although it was largely a residential street, Kipling was part of the “fast grid” of the western metro area, providing access to with commercial strips like Colfax and Alameda Avenues and to the freeways that led to Denver’s urban core. In addition, the Denver Federal Center was built in 1941 on the corner of Kipling and US 6. Kipling provided connectivity to the center for thousands of federal workers during World War II and later (Autobee, 2011: 32).

The southern segment of SH 391, from Alameda south to Hampden (U.S. Highway 285) was designated when the state took over the route from the City of Lakewood in 1984. SH 391 was extended and Kipling Parkway was constructed with monies that had been intended for the construction of I-470, a project that was withdrawn in 1976 (Salek, 2015).

SH 391 served as is an important transportation corridor in the Metro Denver area and facilitated the physical development of post-World War II suburbs in Denver.

Unless otherwise indicated, sources used in the preparation of this section included state highway maps, the Highways of Colorado, 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 391 is classified as an Engineered Route under the classification system in the MPS.

Criterion A

SH 391 is an Engineered Route that possesses significance under Criterion A. SH 391 served as is an important transportation corridor in the Metro Denver area and its access facilitated the physical development of post-World War II suburbs in Denver. As such, the highway possesses significance under Criterion A in the area of Transportation and Community Planning and Development for its role in post-World War II suburban development in Denver at the local level.

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.

SH 391 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.

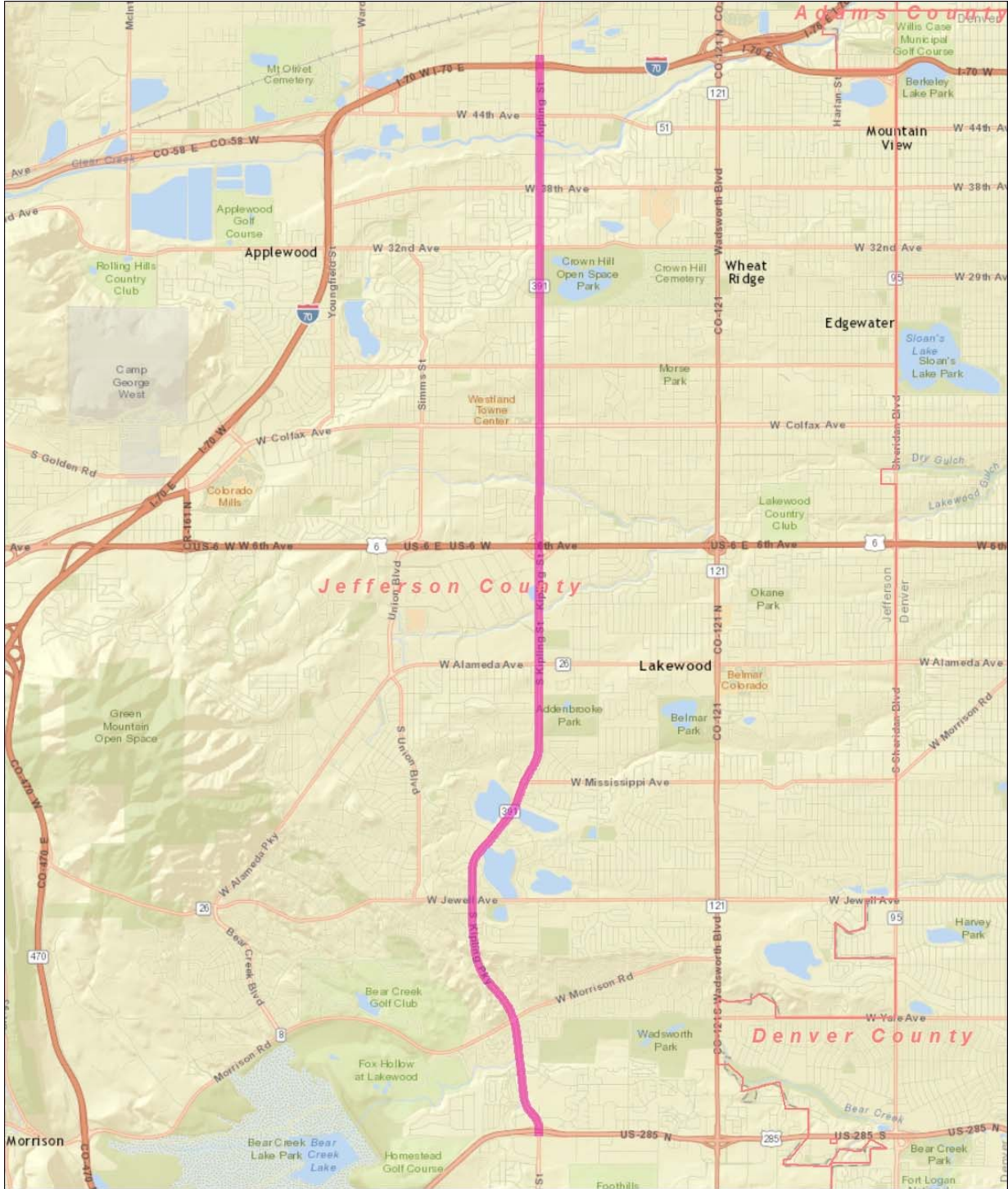
Criterion D

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.

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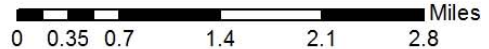
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- SH 391
- County Boundary



SH 391



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

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