

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

**Highway Name:** State Highway (SH) 470

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

<i>CDOT Route</i>	<i>Route Description</i>
470A	From I 70-A west of Denver south and east To I 25-A South of Denver
470B	From I 25-A northeast to I-25A
470N	From 470E at 025A West/Southwest to Termius at 96TH Ave.
470W	From Interchange with I 70-A southeast of Golden north to US 6-G in Golden

**Highway Location:**

Counties: Boulder, Broomfield, Adams, Denver, Douglas, Araphaoe, Jefferson  
 Length (Miles): 81.995

**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>
5AH.2914.1	Officially not eligible>Field eligible	05/15/2006>10/10/2005	COLFAX AVENUE - SEGMENT, HIGHWAY 40
5DA.2467.1	Officially not eligible>Field not eligible	09/22/2004>03/2004	STATE HIGHWAY 85
5DV.2997.1	Officially not eligible>106 - Officially eligible>Field not eligible	05/26/2005>07/26/1989> 04/19/1989	SECOND CREEK TRAIL

**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>
5JF.196		Listed on National Register

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

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### Historical Data:

SH 470 is divided into two primary segments and two smaller segments. 470A is signed as C-470, a 26-mile state highway in the southwestern part of the Denver metro area that connects Golden, Colorado with Littleton, Colorado between Interstate(I)-70 and I-25. 470B is signed as E-470, a 46-mile highway in the eastern part of the metro area that was built as a private toll road by the E-470 Authority. It begins at I-25 and Lone Tree on the south and ends at I-25 at Broomfield on the north. SH 470 is further comprised of 470 N and 470 W. 470 N is an eight-mile tollway that begins at 470 B in Broomfield, travels west to the southern end of Lafayette, and terminates at 96th Street. 470 W is a 1.2 mile long connector between I-70 and U.S. Highway (US) 6 in Golden.

I-470 was originally proposed in 1968, and was one of the first Interstate highway projects studied under the new National Environmental Policy Act (NEPA) in Colorado. The original intention was to build an inner beltway around the entire metro area. Land use and air quality concerns caused it to be rejected by Federal Highway Administration, and instead the federal funding was redirected to build a smaller portion in the southwestern part of the metro area. Named "the Southwest Parkway," the state highway connects I-70 west of Golden with I-25 on the southern end of the Denver metro area. The first section of C-470 opened between Santa Fe Drive and I-25 in 1986. By 1991, the highway connected US 285 and Ken Caryl Drive. 470 W was built in 2000, and included full interchange improvements to allow cars to travel between both directions of C-470 and I-70. In 2005 a new interchange was built by the City of Lakewood at Alameda Parkway in 2008 (Salek). The E-470 Authority, an intergovernmental agency made up of Adams, Arapahoe, and Douglas counties and the city of Aurora, constructed 470 B, which is known as E-470, on the eastern side of the metro area in the late 1980s, and it opened in 1991. The Northwest Parkway Authority is also an intergovernmental authority made up of the City and County of Broomfield, City of Lafayette, and Weld County. Jefferson County, the City of Arvada, Regional Transportation District, Interlocken Metropolitan District, and CDOT are ex-officio members. 470 N, the "Northwest Parkway," is the only segment of the former I-470 route in the northwestern part of the metro area. It was originally proposed to follow SH 93 and connect to 470 A in Golden, but Golden residents rejected it because of concerns about growth. The parkway opened in 2003 (2016: Jefferson Parkway).

This highway does not yet meet the 50 year guidelines of the National Register of Historic Places. A review of sources did not reveal that this route possesses exceptional significance to be considered under Criteria Consideration G for properties less than fifty years old.

*(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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## 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 470 is classified as an Engineered Route under the classification system in the MPS.

#### *Criterion A*

As an Engineered Route, SH 470 does not possess significance under Criterion A. It is not yet fifty years old and does not meet the fifty year guideline of the National Register of Historic Places. Research failed to indicate this highway has a direct and important association with a historical theme important in Colorado history, in which it would possess exceptional significance under Criteria Consideration G for properties less than fifty years old. As such, the highway 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 in which it would possess exceptional significance under Criteria Consideration G for properties less than fifty years old. 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.

Research and literature review yielded no evidence to indicate the design or construction of this highway possesses exceptional significance under Criteria Consideration G for properties less than fifty years old. As such, it does not possess significance under Criterion C.

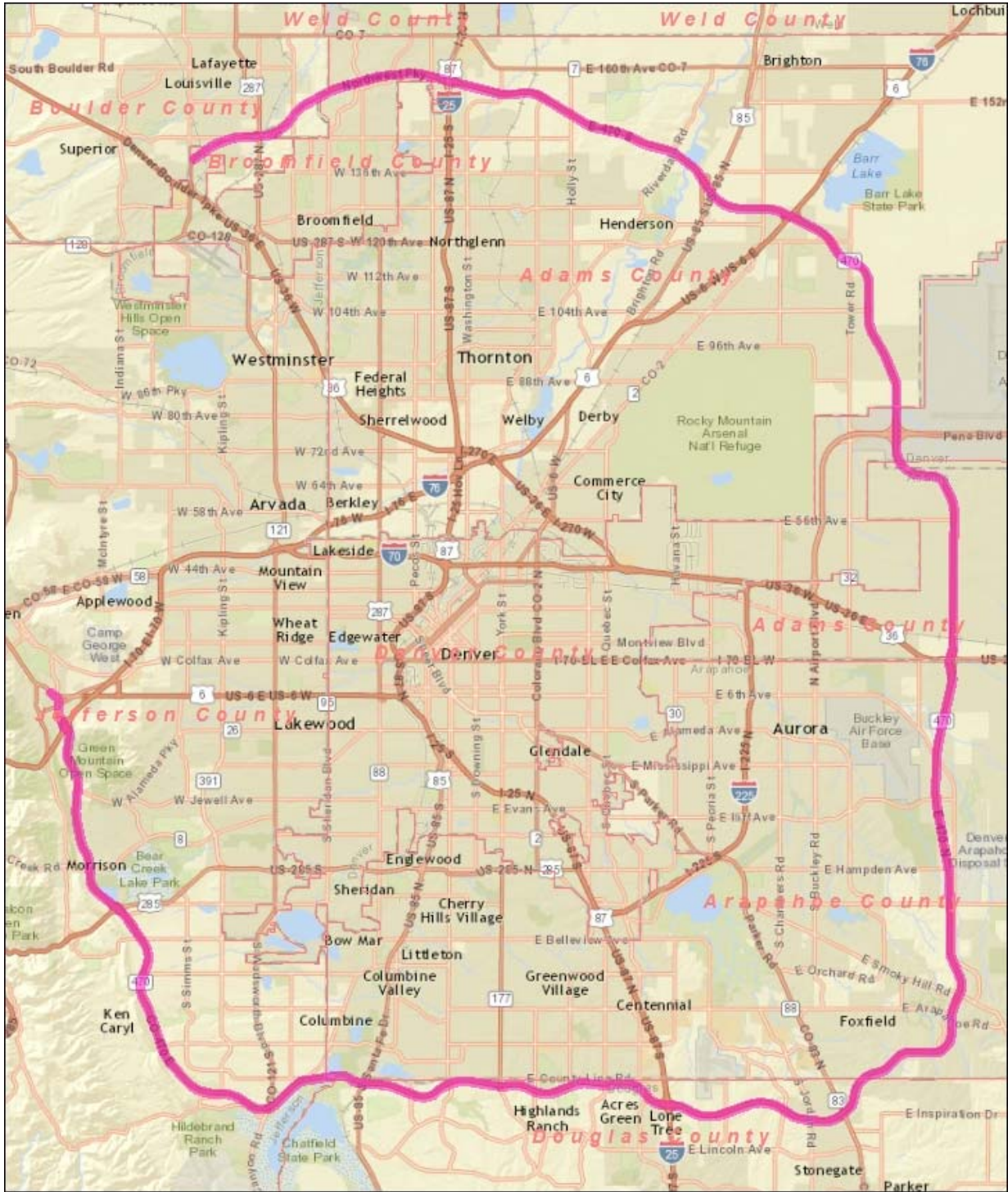
#### *Criterion D*

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. There is no information to suggest the design or construction of this highway possesses exceptional significance under Criteria Consideration G for properties less than fifty years old. Therefore, this highway does not possess significance under Criterion D.

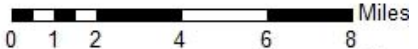
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- SH 470
- County Boundary

**SH 470**



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

\*Information based on data from Compass provided by OAHF