

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

**Highway Name:** State Highway (SH) 67

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

<i>CDOT Route</i>	<i>Route Description</i>
067A	From SH 96A in Wetmore north To SH 115A at (Robinson Ave) in Florence
067B	From SH 115-A in Florence north To U.S. 50-A east of Canon City
067C	From Victor Ave and 4th St in Victor north via Cripple Creek To U.S. 24-A at Divide
067D	From U.S. 24-A in Woodland Park north To CR 75 and Deckers Rd in Deckers on the South Platte River
067E	From Rampart Range Road and CR 5 Northeast To U.S. 85B at Sedalia

**Highway Location:**

Counties: Douglas, Teller, Fremont, Custer

Length (Miles): 71.534

**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>
5DA.1923.1	Field not eligible>Officially needs data	12/05/2003>07/18/2014	STATE HIGHWAY 67 (SH 67)
5DA.1923.2	Officially not eligible>Field not eligible	11/08/2011>05/25/2011	STATE HIGHWAY 67
5DA.1923.3	Does not support eligibility of entire linear resource>Field eligible	04/16/2012>09/12/2011	HIGHWAY 67
5DA.1923.5	Supports eligibility of entire linear resource>Field eligible	08/03/2012>04/04/2012	STATE HIGHWAY 67 - SEGMENT
5DA.1923.6	Does not support eligibility of entire linear resource>Field eligible	08/03/2012>04/04/2012	STATE HIGHWAY 67 - SEGMENT
5DA.626.1	Officially not eligible>Field not eligible>Field eligible>Field not eligible	05/26/2004>12/05/2003>10/22/1994>09/17/1985	SOUTH PLATTE STAGE ROAD
5DA.626.2	Does not support eligibility of entire linear resource>Field eligible>Field not eligible>Field not eligible	09/11/2012>10/22/1994>09/17/1985>05/26/2012	SOUTH PLATTE STAGE ROAD
5TL.3383.1	106 - Officially eligible>Officially not eligible>Field not eligible	05/26/2004>05/26/2004>12/05/2003	HIGHWAY 67, STATE HIGHWAY 67
5TL.3383.2	Supports eligibility of entire linear resource>Field eligible>Field Assess.: Non-contributing to District	10/22/2012>06/15/2012>06/15/2012	STATE HIGHWAY 67 - SEGMENT
5TL.3383.3	Supports eligibility of entire linear resource>Field eligible	11/30/2012>11/15/2012	STATE HIGHWAY 67 - SEGMENT
5TL.3407	106 - Officially eligible>Field eligible	09/16/2005>07/21/2005	HAYDEN DIVIDE TOLL ROAD, HIGHWAY 67

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

Eleven Colorado Cultural Resources Inventory forms for previously recorded segments of this highway, including 5DA.1923.1, 5DA.1923.2, 5DA.1923.3, 5DA.1923.5, 5DA.1923.6, 5DA.626.1, 5DA.626.2, 5TL.3383.1, 5TL.3383.2, 5TL.3383.3, and 5TL.3407 were identified in Compass. One segment of SH 67 (5DA.626.1) that extends from .1 miles

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southeast of Deckers along Horse Creek Canyon to approximately 3.6 miles southeast of Deckers was recommended field eligible and as supporting eligibility of the entire resource in 2012. Another segment of SH 67, between Douglas/Teller County Line and Woodland Park, was officially determined eligible in 2004 and a portion located along the Hayden Divide Toll Road in Teller County was officially determined eligible in 2005. All other previously documented segments were either determined not eligible in field or officially not eligible, with many considered not eligible as contributing to the entire linear resource.

SH 67 also extends through three National Register of Historic Places-listed historic districts, including the Cripple Creek Historic District (5TL.2), Victor Downtown Historic District (5TL.134), and Bear Canon Agricultural District (5DA.212).

### 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>
5DA.212	Bear Canon Agricultural District	Listed on National Register
5TL.134	Victor Downtown Historic District	Listed on National Register
5TL.2	Cripple Creek Historic District	Listed on National Register

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### Historical Data:

SH 67 consists of four discontinuous segments in central Colorado that collectively extend approximately 72 miles in length. One segment extends north from SH 96 at Wetmore through Florence to U.S. Highway (US) 50 just east of Canon City; another short segment stretches north from Victor through Cripple Creek to SH 24 near Divide; the third segment goes north from Woodland Park to the Jefferson/Douglas County line; and the last SH 67 segment extends west from US 85 at Sedalia to Rampart Range Road. SH 67 travels through a diverse array of landscapes from arid high desert in the south to mountainous regions to the north.

SH 67 passes through areas in south-central Colorado. SH 67 passes through an area west of Pueblo that was settled in the mid-nineteenth century. Small farms, ranches, and towns were established in the area and served as supply centers for those traveling along stagecoach routes through the area and to provide access to area mining activities in areas west of Colorado Springs. Residents and those engaged in mining activities further into the mountains frequented the small towns. Canon City was organized in 1860 at which time a series of mining activities were underway in the area including coal, iron, gypsum, marble, and granite. The settlement that eventually developed into Penrose was established in the 1860s as a stop along a stagecoach route with a restaurant and hotel. By the 1870s the area near Canon City was served by railroads. Early railroads that operated near Florence hauled coal from Rockvale and Coal Creek. Coal fields were also located near Canon City and together with the discovery of oil in the early 1880s spurred further growth and settlement in the area. The town of Florence incorporated in 1887 and by 1890, had 50 oil wells, 60 new homes, and numerous businesses. Once it enters the mountains, SH 67 extends through the historic mining areas of Cripple Creek and Victor, which were at the center of a gold rush in the early 1890s and located north of Canon City and Florence. Half of the gold mined in Colorado during this period came from the Cripple Creek and Victor gold mines. Cripple Creek remained a center of gold mining for nearly two decades. Cripple Creek and Victor were connected by two electric rail lines. Three railroads built in the late 1890s connected major settlements and mining areas, including the Florence & Cripple Creek Railroad, the Short Line Railroad, and the Midland Terminal Railroad. The Midland Terminal Railroad was one of three which once served Cripple Creek mining area. SH 67, south from Divide, generally follows much of the old grade, using the Sangre de Cristo Tunnel built 1893. (Johns 2014; History of Canon City Florence Community History; Wyckoff 1999; 51; Colorado State Planning Commission 1941; 245-252; Wiley 1976; 27). A period of stagnation began in 1914 in the Cripple Creek and Victor mining districts but the area underwent a population boom in the 1930s that coincided with increased gold production. United State Public Works (USPW) Project No. N.R.S. 52 was completed along a portion of the route between Victor and Cripple Creek in 1934.

Early roads in the mountainous areas north of Cripple Creek along SH 67 were often built to serve and connect communities for the movement of people and the transfer of commercial and agricultural goods. The sometimes narrow and rocky topography combined with the altitude of this mountainous region made road building expensive, dangerous, and difficult. To help finance road construction, toll roads were common in the late nineteenth century prior to the establishment of the Colorado Highway Department. Local residents would often pool resources to build roads. (Ubbelohde et al 2006; 175-177; Wyckoff 1999; 53-54). The popularity of the automobile increased dramatically throughout the state between 1910 and 1920. The Good Roads Movement and establishment of the Colorado Highway Commission in the first decades of the twentieth century led to the establishment of a highway network throughout the region and state.

A historic highway map from 1921 indicates a road located along the general corridor of what eventually developed into SH 67. Historic state highway maps indicate that SH 67 was designated by 1926 and was a continuous route that extended north from Wetmore through Florence, Canon City, Victor, Cripple Creek, Deckers, before ending at Sedalia. Paving on select sections began in 1938. According to Salek, north of Cripple Creek, SH 67 once extended through the 475-foot-long, timber-supported Waters Tunnel, named for Jesse Waters, superintendent of the Midland Terminal Railway. The tunnel was built in 1893 and rail operations through the tunnel ended in 1931. The tunnel was converted to vehicular use in 1949. In 1938 the CHD reclassified many abandoned rail segments as state highways in an effort to add 4,400 miles of highway to the state system; SH 67 south of Divide was one of these highways. By 1954 two sections were turned back serving as county roads; these segments were between US 50 and Victor and Woodland Park to Deckers and then east for approximately 17 miles. Over the next 14 years these segments were brought back into the state system.

The Waters Tunnel remained a one-lane tunnel for cars until a partial collapse in 1993 at which time SH 67 was rerouted via a new rock cut around the tunnel. In 2001 the highway was realigned between Victor and Cripple Creek. A major flash flood south of Deckers in 2006 resulted in damage to 30 sections within a five-mile segment between Deckers and West Creek. In 2013 SH 67 was turned back the entire length of SH 67 within the town limits of Cripple

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Creek resulting in a 1.6-mile gap through town.

(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 67 is classified as an Engineered Route under the classification system in the MPS.

#### *Criterion A*

SH 67 was established by 1926 and the overall route provided a link between important population centers and industrial mining areas in central Colorado, including Florence, Canon City, Victor, and Cripple Creek. Cripple Creek and Victor were important and lucrative mining districts between the late 1800s and 1914. After a short downturn in the 1920s, these mining districts experienced a resurgence in the late 1930s and SH 67 served as a direct link between the two mining towns. SH 67 also facilitated the transfer of goods in and out of these central mountain mining towns and served as an important transportation corridor for travel and industrial activities within the region. For these reasons, the overall corridor of SH 67 possesses significance under Criterion A in the areas of Transportation and Industry for its association with mining at the local level.

A portion of SH 67 between Victor and Cripple Creek was also improved as part of a federal relief project under USPW Project No. N.R.S. 52 in 1934. As such, the portion of the route that was improved under this project possesses significance in the area of Politics/Government at the state level for their association with federal work relief efforts during the Depression era.

#### *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*

Research and literature review yielded no evidence to indicate the use of innovative or important engineering techniques that serve to distinguish this highway from other roads within mountainous areas of the state. The Waters Tunnel remained a one-lane tunnel for cars until a partial collapse in 1993 at which time SH 67 was rerouted via a new rock cut around the tunnel; as such, this portion of the highway no longer comprises SH 67. The highway's current design and construction appear to have utilized techniques common to other roads in mountainous areas. Overall this highway appears to reflect the standard types of design and construction practices and it does not appear to possess significance under Criterion C.

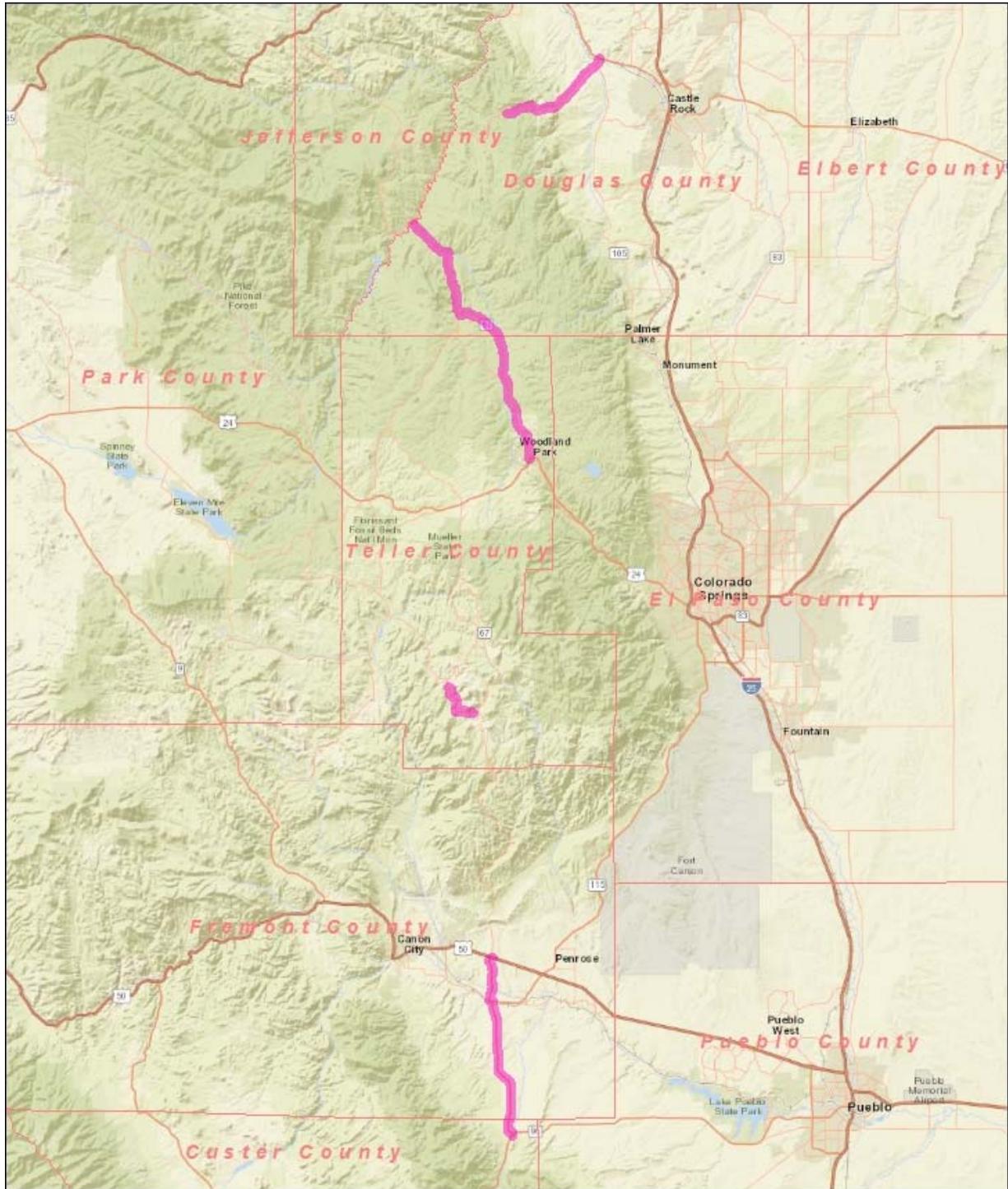
#### *Criterion D*

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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Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013



- SH 67
- County Boundary

SH 67

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