

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 75

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
075B	From Bowles Ave and Lowell Blvd Southwest via Platte Canyon Blvd to SH 470A

Highway Location:

Counties: Jefferson, Arapahoe
Length (Miles): 3.329

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>
5AH.143		Listed on National Register

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

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Historical Data:

SH 75 is a short highway, 3.3 miles in length, located in Jefferson and Arapahoe counties. It extends from Bowles Avenue and Lowell Boulevard southwest via Platte Canyon Blvd. It ends at C-470 A in the Littleton/Columbine area.

In 1923, SH 75 was designated along Federal Boulevard (today SH 88) between Alameda and Hampden avenues. By 1939, the highway had been extended between Bailey, Pine, South Platte, Kassler/Waterton, and Littleton along the South Platte River, as a secondary road to U.S. Highway (US) 285. It continued through the west side of Denver along Federal, terminating at 38th Avenue. The highway was shortened in 1954 to run only on the southwest side of the metro area between Littleton and Deer Creek Canyon Road. In 1955, a section was added along Platte Canyon Road to Kassler. Following the construction of C-470, the portion of SH 75 that reached Kassler was renumbered as SH 121, extending the highway continuously to the entrance of the Martin Marietta plant at Kassler. This took place in 1991, and was the most recent evolutionary step in the history of SH 121 (Salek).

In the southwest metro area, SH 75 has been expanded and rerouted to meet the needs of industry and residential development as recently as 25 years ago. Postwar suburbanization in the southwest metro area increased the need for better north-south traffic arteries to act as secondary roads to Santa Fe Boulevard (US 85).

Historically, SH 75 connected Denver and Littleton to Kassler and Bailey along a road that partially followed the South Platte River, but other routes (US 285, US 85) also connected the two communities and the highway is considered to be secondary to those in terms of importance. A review of sources did not reveal that this route represents important road engineering achievements, an important road type or subtype identified in the MPS, or that served to provide an important connections to markets or facilitated development related to the southwestern metro area.

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

Criterion A

As an Engineered Route, SH 75 does not possess significance under Criterion A. Research failed to indicate this highway represents an early or prominent road construction project of the Colorado Highway Department (CHD), or the connections it provides from any subsequent highway improvements. As a secondary highway that served local traffic between Littleton and Bailey, the highway is not associated with historical themes important in Colorado history. 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. 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 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.

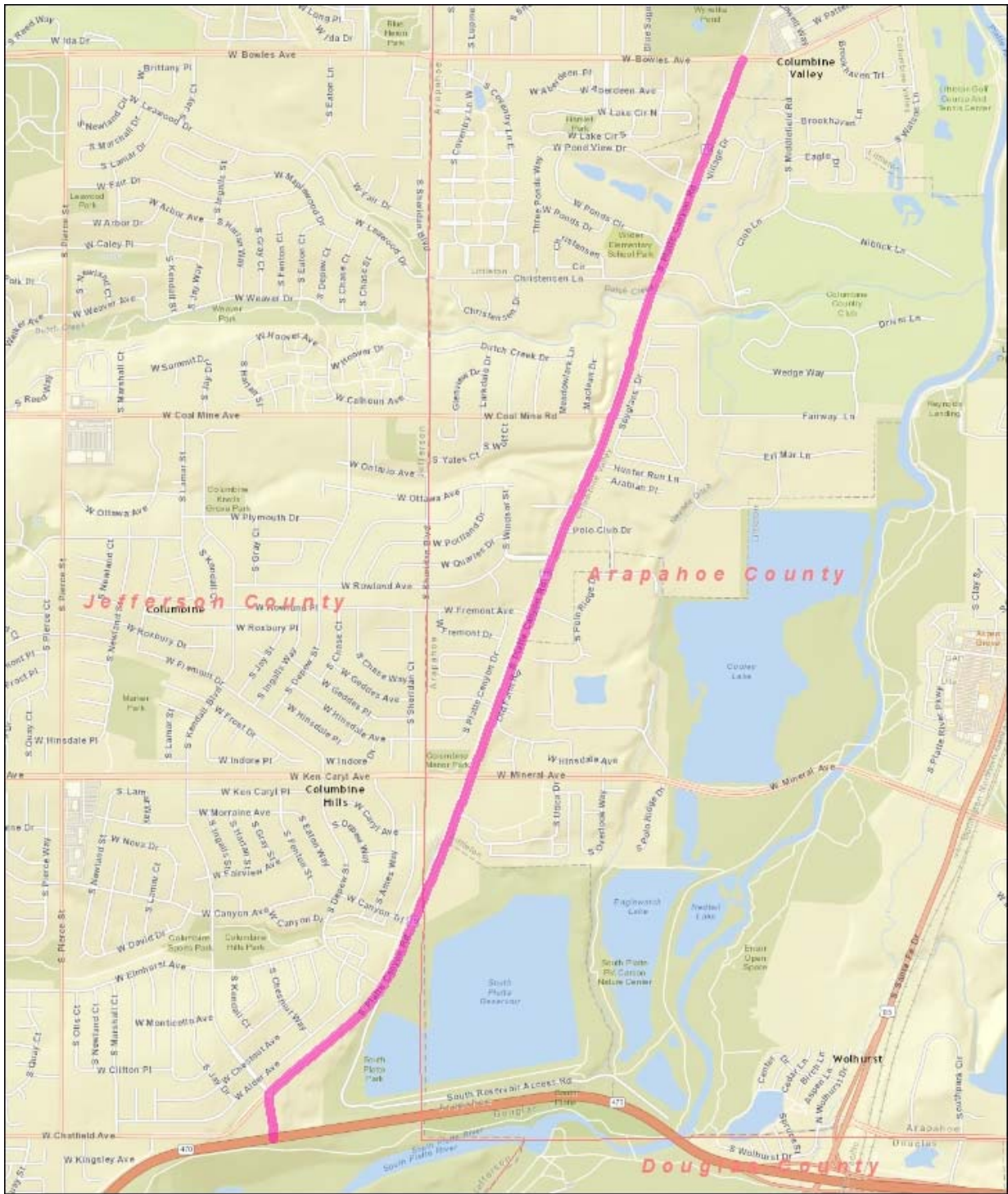
Criterion D

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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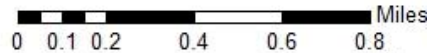
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- SH 75
- County Boundary



SH 75



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