

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

**Highway Name:** State Highway (SH) 93

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

| <i>CDOT Route</i> | <i>Route Description</i>   |
|-------------------|--|
| 093A              | From SH 58-A in Golden North To SH 119-A and (Broadway) in Boulder |

**Highway Location:**

Counties: Boulder, Jefferson  
 Length (Miles): 19.69

**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>                    |
|----------------------|---|-----------------------------------|-------------------------------------|
| 5BL.5033.1           | Field not eligible>Officially needs data>Field not eligible | 08/18/1994>04/01/2013> 11/21/2012 | OLD US ROUTE 93 - SEGMENT           |
| 5JF.3920.1           | Officially not eligible>Field not eligible                  | 05/25/2006>02/18/2005             | UNIDENTIFIED ROAD SEGMENT           |
| 5JF.3931.1           | Officially not eligible>Field not eligible                  | 05/25/2006>02/18/2005             | OLD US ROUTE 93                     |
| 5JF.4297.1           | Officially not eligible>Field not eligible                  | 01/09/2007>10/07/2005             | STATE HIGHWAY 93, FOOTHILLS HIGHWAY |

**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 were reviewed for this highway. 5JF.4297.1 provided the most useful historical information about SH 93.

There are two historic districts that are adjacent to SH 93: 5BL.535, Mapleton Hill Historic District in Boulder and 5JF.1227/5JF.1014, Rocky Flats Plant. The Mapleton Hill Historic District touches the end point of SH 93, but the district nomination form does not discuss the highway. The former Rocky Flats Plant was located 1.14 miles east of SH 93. The National Register of Historic places Nomination for that property does not include a discussion of transportation.

**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> |
|----------------------|----------------------|-----------------------------------|
| 5BL.535              | Mapleton             | CLG - District                    |
| 5JF.1014             |                      |                                   |
| 5JF.1227             |                      |                                   |

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

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### Historical Data:

The current alignment of SH 93 begins at the junction of SH 58 in Golden and travels north for 19.69 miles to Boulder and ends at the junction with SH 119-A (Broadway).

The route of SH 93 is evident on an early 1916 travel map as a route that went from Morrison along Hogback Road to Golden (5JF.4297.1). This was the only north-south route that traveled along the west side of the hogback. In 1939, the hogback segment was paved and extended north to Marshall. The Golden to Marshall segment was not paved until 1955 (Salek). Previous forms indicate that the alignment of the SH 93 from Golden to Boulder was changed prior to 1955 (5JF.4297.1). The segment from Marshall to Boulder was originally SH 170 and renumbered SH 93 by 1954 (USGS maps; Salek). Currently the segment from Golden south to Morrison is Jefferson County Road 93 and no longer part of the state highway system.

The historic themes for Boulder County include coal and mineral mining, agriculture and ranching, and automobile tourism. Gold was first discovered in the mountains west of Boulder in 1859. Coal mining began in the 1860s and lasted until the mid 1930s. Gold and coal mining industries relied extensively on railroads to transport materials to and from the mines. However, wagon and later, automobile roads, also provided transportation of the workers and materials to the mining fields and to the towns where the workers lived. Shortly after the arrival of prospectors, settlers established farms and ranches, organized and built irrigation systems, and founded communities and communal agricultural societies. These agricultural communities helped supply the mining communities of the gold and coal industry and provided a thriving economy for the region (Wolfenbarger, 2008: E-1). With the decline of mining and the rise of the late 19th century tourist travel, many former mining towns relied on tourism for their livelihood. By the 1920s the growth of automobile tourism was an important contribution to the economy in these communities. The improvement of roads for the purpose of tourism was successful in attracting new visitors to the region and provided a new industry for the towns that otherwise would have disappeared (Abele 1998: E-7).

The section of the highway between Morrison and Golden that is no longer part of the state highway designation has an association with tourism, mineral mining, and local quarries. The towns of Morrison and Golden were entry points to the Denver Mountain Parks scenic drives and accessed the mountain canyons and towns for visitors. This part of the road was associated with quarrying in areas along the hogback as it was used to transport clay, sand, and gravel quarried in the areas near Golden and Morrison (Norman 2012: 1). Although this segment of SH 93 has not been part of the State Highway system since the mid 1950s, these historic associations are important.

The current highway alignment links two front range cities: Golden and Boulder. These cities first developed as supply communities for the gold mining industry and as markets for the ranches and farms located between the two cities. Today, SH 93 provides a direct transportation link for commuters between Golden and Boulder. By the 1950s, SH 93 also served as the direct access for the Rocky Flats Plant, 12 miles north of Golden. The Rocky Flats Plant was first built in 1951 and was in operation from 1952 to 1989. Rocky Flats was part of the nationwide nuclear weapons manufacturing complex during the Cold War. The plant manufactured trigger mechanisms for nuclear weapons. SH 93 was the only access point for workers on the west side of the plant until the late 1964 when an eastern gate was opened via Indiana Street. By 1957, 1,575 employees were working and commuting to the Rocky Flats Plant using roads such as SH 93 (Ackland 1999: 125). It is estimated that during the entire production years, over 23,000 people worked at the plant (Ackland 1999: 247). The property was closed in 1989 and today the site is the Rocky Flats National Wildlife Refuge and is listed on the National Register of Historic Places (EPA website).

Research indicates that SH 93 provided a direct link to the Rocky Flats Plant, which is an important destination associated with the Cold War. In addition, the early history of the route as it originally extended, has important historic associations with mining and recreation that make SH 93 significant in the area of transportation.

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

#### *Criterion A*

SH 93 is significant under Criterion A for its association with the Cold War nuclear bomb plant of Rocky Flats. SH 93 was the transportation corridor to transport materials and workers to the site. Until the east entrance to the plant was built in the mid 1960s, SH 93 provided direct access and was the only entrance to the plant for workers and materials. As such, the highway possesses significance under Criterion A at the state level under the areas of significance of Transportation and Military for its role in the development of critical Cold War facilities.

The section of the route between Morrison and Golden that that is no longer considered a state highway was the only link between the supply communities of Morrison and Golden for quarrying during the early part of the 19th century. Additionally, this section provided a gateway to the Denver Mountain Parks scenic drives thus providing automobile tourists access to the beauty of mountain parks. As such, SH 93 possesses significance under Criterion A for its associations under the areas of Entertainment/Recreation and Industry for its association with quarrying and mining 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.

State Highway 93 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, State Highway 093 does not possess

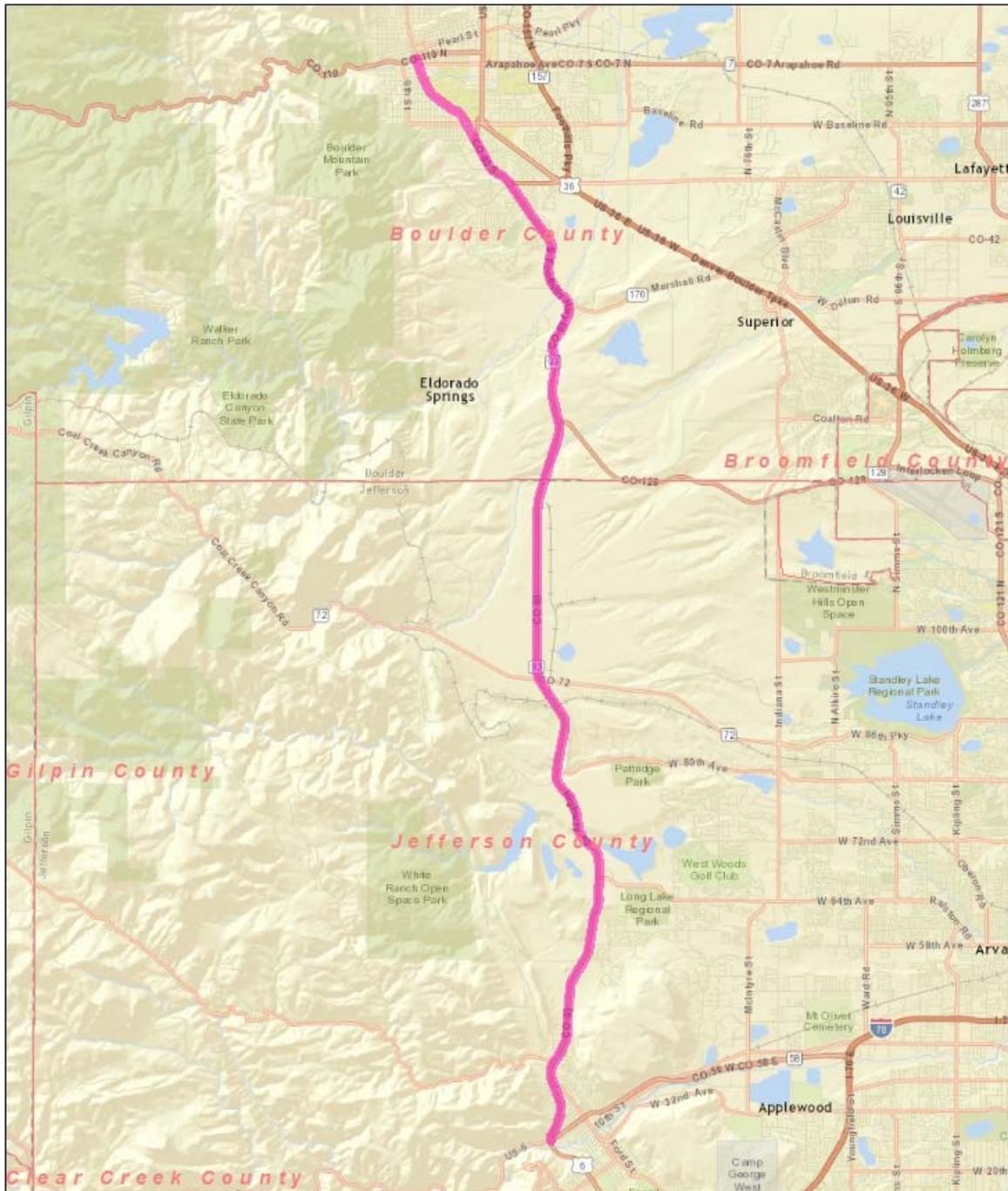
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**Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance**

**Highway Name:** State Highway (SH) 93  
significance under Criterion D.

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

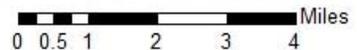
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- SH 93
- County Boundary



**SH 93**



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