

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 94

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
094A	From U.S. 024A at MeadowBrook Pkwy East of Colorado Spgs To U.S. 040H Northwest of Wild Horse in Cheyenne County

Highway Location:

Counties: El Paso, Lincoln, Cheyenne
Length (Miles): 85.637

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 94 extends across a portion of Colorado's east-central plains. The highway is approximately 86 miles long and stretches east from the junction of U.S. Highway (US) 24 in Colorado Springs to the US 40-US 287 junction at Aroya.

Trade between Native Americans and settlers in the mid-to-late 1800s led to the establishment of trade and travel routes that extended across Colorado's eastern plains. The trails, highways, and rural roads that eventually made up the transportation network in this region facilitated travel through this sparsely-populated region and also made possible the transfer and distribution of the region's agricultural products and livestock to market. The Santa Fe Trail was the earliest major east-west route through this region and remained as such until early highway corridors such as former SH 100 (current US 160) and US 350, provided major east-west routes. This region of the state boasted the largest cattle industry in the state during the late nineteenth century. Due to the arid climate, in the late nineteenth and twentieth century irrigation canals were constructed in the region to facilitate agriculture that included wheat, hay, oats, corn, sugar beets, watermelon, cantaloupe, and other crops. The entry of the Atchison, Topeka, and Santa Fe Railroad into Colorado during the late nineteenth century resulted in the settlement and growth of towns. The popularity of the automobile increased dramatically 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. Smaller communities increasingly saw the benefits of highway access, which led to further highway construction along less traveled routes in the 1920s and 1930s. During the early twentieth century, farm-to-market roads were constructed to link rural areas with regional market centers like Colorado Springs, Pueblo, and La Junta. (Noel et al 1994: 25, 29; Wyckoff 1999: 157-170).

Historic state highway maps indicate that a road following the general route of the current SH 94 was in place by 1916 but with its eastern terminus at Boyero, which is located north of Aroya, along US 40/US 287. A review of construction plans dating to 1933 indicates that National Recovery State Road (NRS) Project No. 363, a Depression-era federal work relief project, was completed beginning at the western terminus for SH 94 and the project extended approximately 7 miles east of the junction with present-day SH 24. This project included activities such as slope grading, roadway excavation, and the installation of culverts and snow fencing. Nearly half of the route was paved by the mid-1950s. In 1954 the designated route was reduced in length to a point south of Hugo. In 1971 SH 94 was extended to its current terminus at US 40 in Aroya. Colorado's east-central plains are dotted with small farming communities, which were connected by major travel routes in the region that included US 40, US 287, US 350, and US 385.

SH 94 served as a direct link between US 287/US 40 and Colorado Springs. Colorado Springs has historically served as a major commercial center in the south-central part of the state. State highways, serving as farm-to-market roads, provided important connections linking local roads in remote areas with the major regional transportation corridors, towns, and cities. Research and review of historic mapping indicates that this highway provided a direct and important link between agricultural regions on the eastern plains and a major commercial center, Colorado Springs, and is related to the important historic themes of agriculture in the region.

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

Criterion A

As an Engineered Route, this highway possesses significance under Criterion A in the area of Transportation as an early example of a Colorado Highway Department (CHD) project, as a farm-to-market road, and for its association with a Depression-era federal work relief program. The highway was constructed in the early years of the CHD and possesses significance in the area of Transportation at the state level. Research and review of historic mapping also indicates that this highway served as a farm-to-market road providing a direct link between an important agricultural region and a major commercial center, Colorado Springs. As such, SH 94 served as an important farm-to-market road in which it derives significance in the area of Transportation at the local level for its role in agriculture. A federal relief project was also completed along a western portion of the road near Colorado Springs based on plans from 1933 that included improvements such as roadway excavation, sloping, grading, and the installation of culverts. Therefore, the portion of the highway with a direct association to a Depression-era federal work relief project (NRS Project No. 363) possesses significance in the area of Politics/Government at the state 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

This highway is considered to be an early or prominent project of the CHD. However, 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.

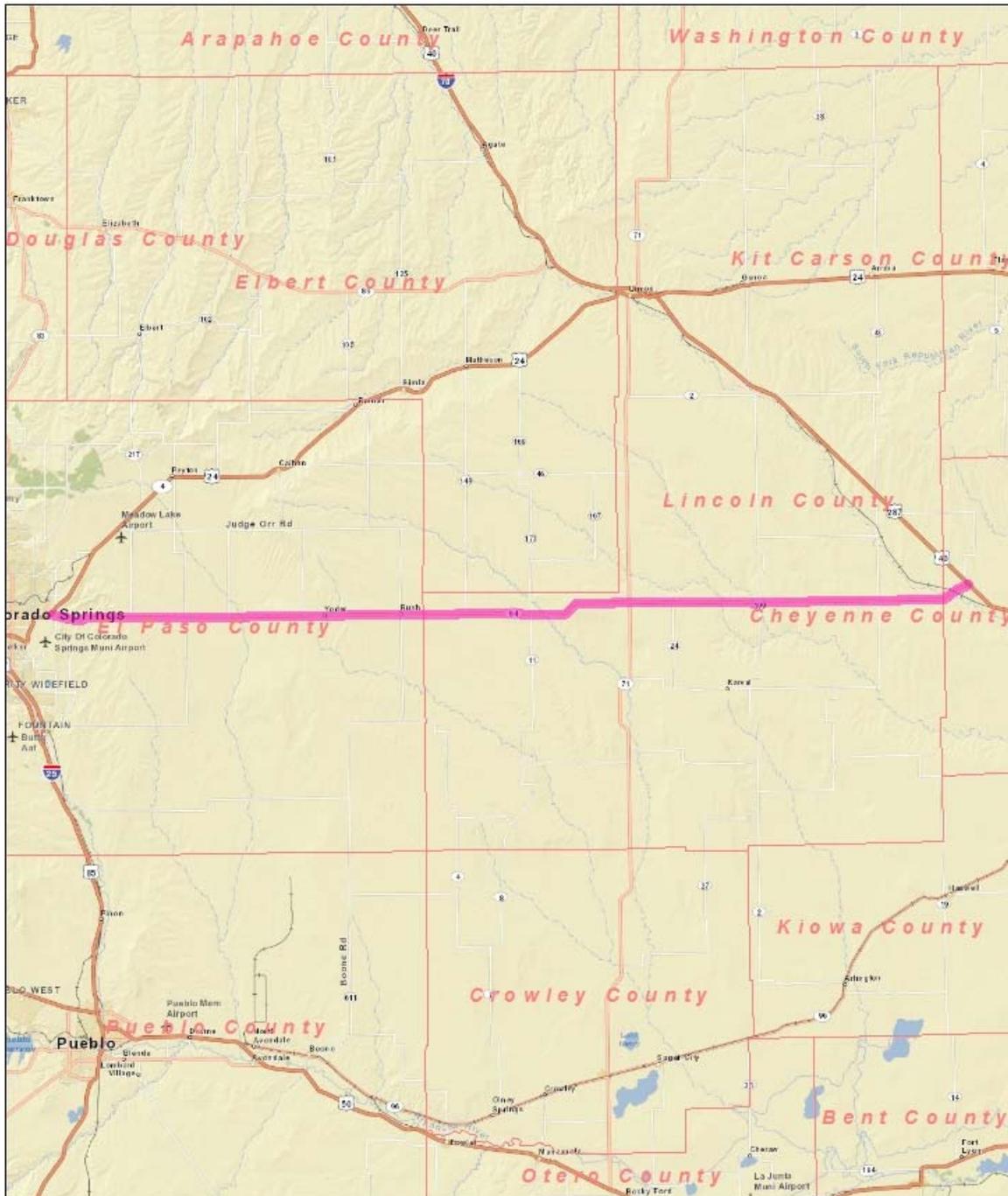
Criterion D

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.

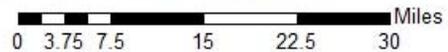
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- SH 94
- County Boundary

SH 94



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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