

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 1

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
001A	From U.S. 287C North of (Wilcox Dr) in Fort Collins at the South Side of Terry Lake To the Frontage Road East of the I-25 Interchange at MilePost 278 in Wellington

Highway Location:

Counties: Larimer
Length (Miles): 9.981

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>
5LA.9132	Eligible - Officially>Eligible - Field	7/27/2000>4/20/2000	STATE HIGHWAY 26, STATE HIGHWAY 1, US HIGHWAY 85, 87, AND 160, COUNTY ROAD 71.1, LINDEN AVENUE

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

One Colorado Cultural Resources Inventory form (form) for previously recorded segments of the highway was identified in Compass. The record for this previously recorded segment refers to a portion of the former cross-state route that is located in the southern part of the state and is no longer part of SH 1. No site form was available.

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 1 is approximately 10 miles long and extends between US 287 north of Fort Collins and Interstate (I)-25 in Wellington. The current SH 1 is a small remnant of a former cross-state route designated SH 1 that extended from the New Mexico border north to Wyoming.

Northern Colorado was historically the terminus for several prominent trails. The Oregon Trail, later renamed the Overland Trail, extended between Julesburg and Wyoming via Fort Collins. Settlement occurred along these trails and the establishment of farms and ranches led to the later development of water irrigation systems. The area developed into a successful agricultural region in the 1890s with activities related to wheat, alfalfa, and flour milling as well as livestock-raising. In the early 1900s the Great Western Sugar Company established a presence in Northern Colorado with numerous factories and railroads to collect sugar beets from fields throughout the region, including Berthoud, and distribute the product to sugar factories in Loveland, Longmont, and Fort Collins. (Berthoud Historical Society)

A number of railroads constructed through the region beginning in the 1860s eventually led to a decline in travel along these trails and opened up new markets within the state and beyond. The Colorado Central Railroad established itself in the region in 1877. As a result, the region experienced further settlement, population growth, and agricultural development between approximately 1870 and 1890. The popularity of the automobile increased dramatically between 1900 and 1920 as a result of the Good Roads Movement and the establishment of the Colorado Highway Commission that expanded the state's highway network. By 1914 the Lincoln Highway extended through Northern Colorado generally following the path of the Overland Trail. The development of the first state highways included major routes providing connection between population centers and agricultural areas. In addition, smaller communities increasingly saw the benefits of highway access, which led to further highway construction along less traveled routes and alignments in the 1920s and 1930s. The major transportation corridors accessing the Front Range included SH 34, SH 36, and I-25, and 76. (Carter and Mehls 1984: 34-36, 41-43, 63-65, 118)

Historic state highway maps indicate that by 1916 a highway located along the general corridor of present-day SH 1 was in place. State highway maps and research reveal that the north-south segment of the Colorado Loop of the Lincoln Highway was established to the east of SH 1 by 1919. From 1926 to 1953 SH 1 was a cross-state route extending north from the New Mexico border through prominent cities like Trinidad, Pueblo, Colorado Springs, Denver, Longmont, and Fort Collins to the Wyoming border. By 1954 the length of SH 1 was turned back with its northern terminus ending in Fort Collins. However, the route between Fort Collins and Wellington was re-designated as part of SH 1 in 1957. In 1968 the cross-state route was scaled back to include only the current 10-mile segment. The southern end of SH 1 was realigned at US 287 in 1997 by approximately 500 feet. (Butko 2005: 168, 179)

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

Criterion A

As an Engineered Route, this highway segment possesses significance under Criterion A in the area of Transportation for its association as a former cross-state route that served as an early and important north-south transportation corridor through the state that connected a number of major commercial and population centers within Colorado. As such, this highway was an early and important project by the Colorado Highway Department. Research does not confirm that this specific highway corridor was built or improved as part of a federal relief project. Although the highway connected numerous urban centers research did not indicate that it served as a farm-to-market road providing a direct link between an important agricultural region and major commercial centers. SH 1 possesses significance under *Criterion A* in the area of Transportation 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 Colorado Highway Department; 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*.

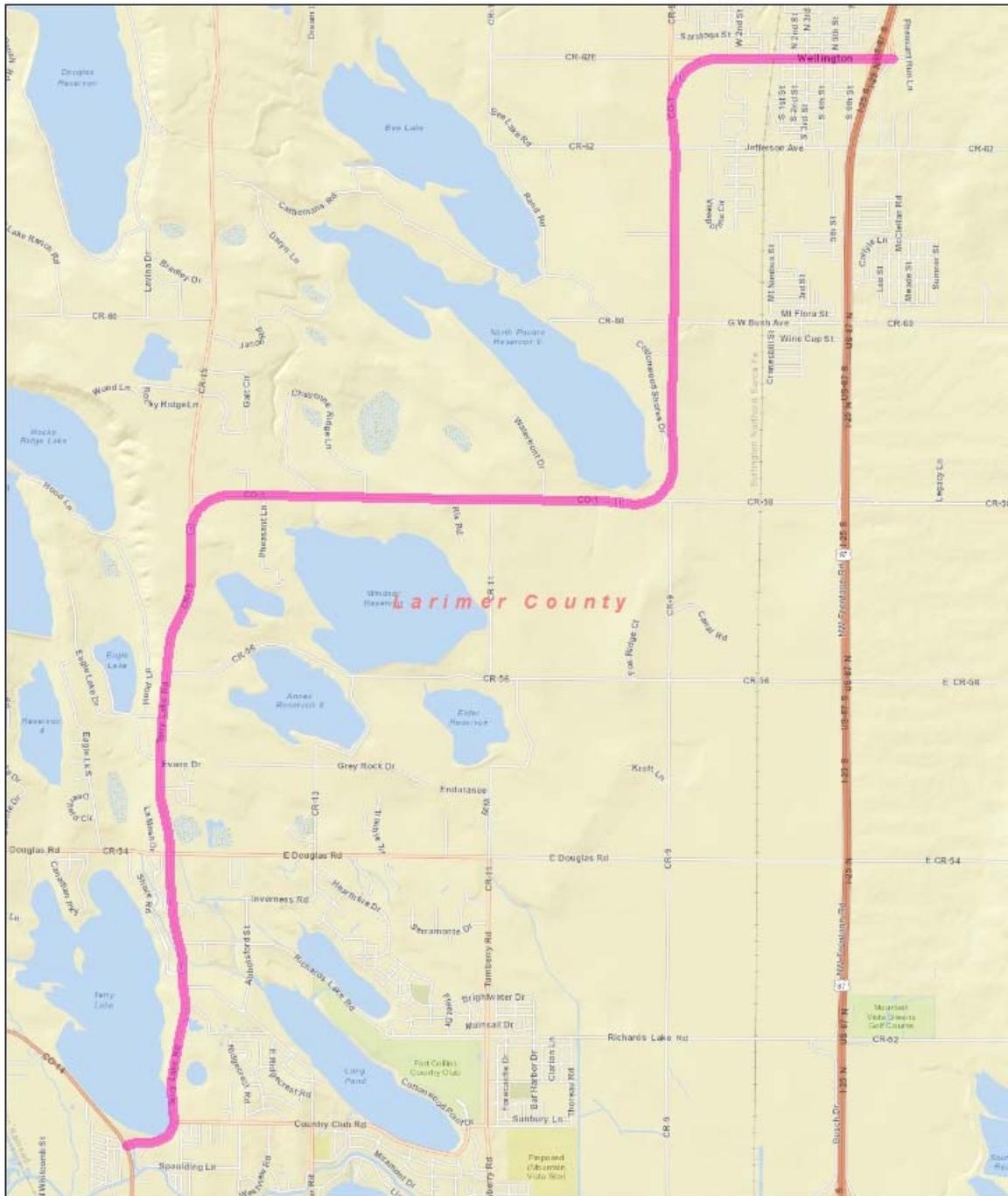
Criterion D

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*.

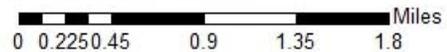
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- SH 1
- County Boundary

SH 1



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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