

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

**Highway Name:** State Highway (SH) 26

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

<i>CDOT Route</i>	<i>Route Description</i>
026B	From SH 95A Denver/Jefferson County Line at (Sheridan Blvd) East along Alameda Ave To the East of the I-25 Interchange at Santa Fe Drive and Alameda Ave

**Highway Location:**

Counties: Denver  
Length (Miles): 2.924

**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 26 is entirely located in Denver County and runs 2.97 miles from MM 11.17 at Alameda Avenue and Sheridan Boulevard west as Alameda Avenue to MM 14.14 at the intersection of Alameda and Kalamath Street.

Prior to its 1966 designation as SH 26, Alameda Avenue had a long history as a city street that connected South Denver across the Platte River. The segment of Alameda that would become SH 26 is evident on maps as early as 1883 as a four-block stretch from what is now Lipan St. to Raritan St. As the city grew, with early streetcar suburbs lining the north side of the road, Alameda Avenue extended to the west, becoming a named street from Kalamath St. to Sheridan St. by about 1901. Beyond Denver in Jefferson County, the Works Progress Administration widened and surfaced an 11-mile stretch of Alameda in the 1930s (Autobee and Dobson-Brown 2003:E-34), although the segment that is today designated as SH 26 was not included in the WPA work, which occurred well before the highway was designated.

The segment of Alameda from Zuni St. west to Sheridan Boulevard served as the Denver-Arapahoe county line until 1943, when the City of Denver annexed the Mountain View Subdivision, which extended west from Zuni St. to Federal Blvd. In 1947, the annexation of Westwood, a large platted subdivision south of Alameda between Federal and Sheridan, signaled Denver's growth to the south of Alameda Avenue.

SH 26 was designated in 1966, at a time when the growth of post-World War II suburbs in west Denver had reached its peak and was stabilizing. The designation initially included a much longer stretch of highway: 14.10 miles from Interstate (I)-25 at Alameda west into Jefferson County and the interchange of I-70/U.S. Highway (US) 40. In 1986, the three-mile segment from Sheridan west to Kipling was relinquished to the city of Lakewood, and in 2001 the remainder of the highway west of Kipling was relinquished to Jefferson County, leaving this almost-three-mile stretch in Denver as the only part of Alameda Avenue designated as a state highway.

*Unless otherwise indicated, sources used in the preparation of this section included state highway maps, the Highways of Colorado, 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 26 is classified as an Engineered Route under the classification system in the MPS.

#### *Criterion A*

As an Engineered Route, SH 26 possesses significance under Criterion A. The highway is an early road project of the Colorado Highway Department (CHD) connecting suburbs on the south side of Denver. As such, SH 26 possesses significance under Criterion A in the area of Transportation and Community Planning and Development at the local level. Although Works Progress Administration activities did take place farther west on Alameda Avenue, the segment of the street related to these activities has never been part of the stretch of Alameda that is concurrent with current SH 26. Therefore the highway does not possess significance under Criterion A in the area of Politics/Government.

#### *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*

The historical significance of this highway was evaluated applying the registration requirements outlined in the MPS, which explains how a state highway would possess significance under 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.

SH 26 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.

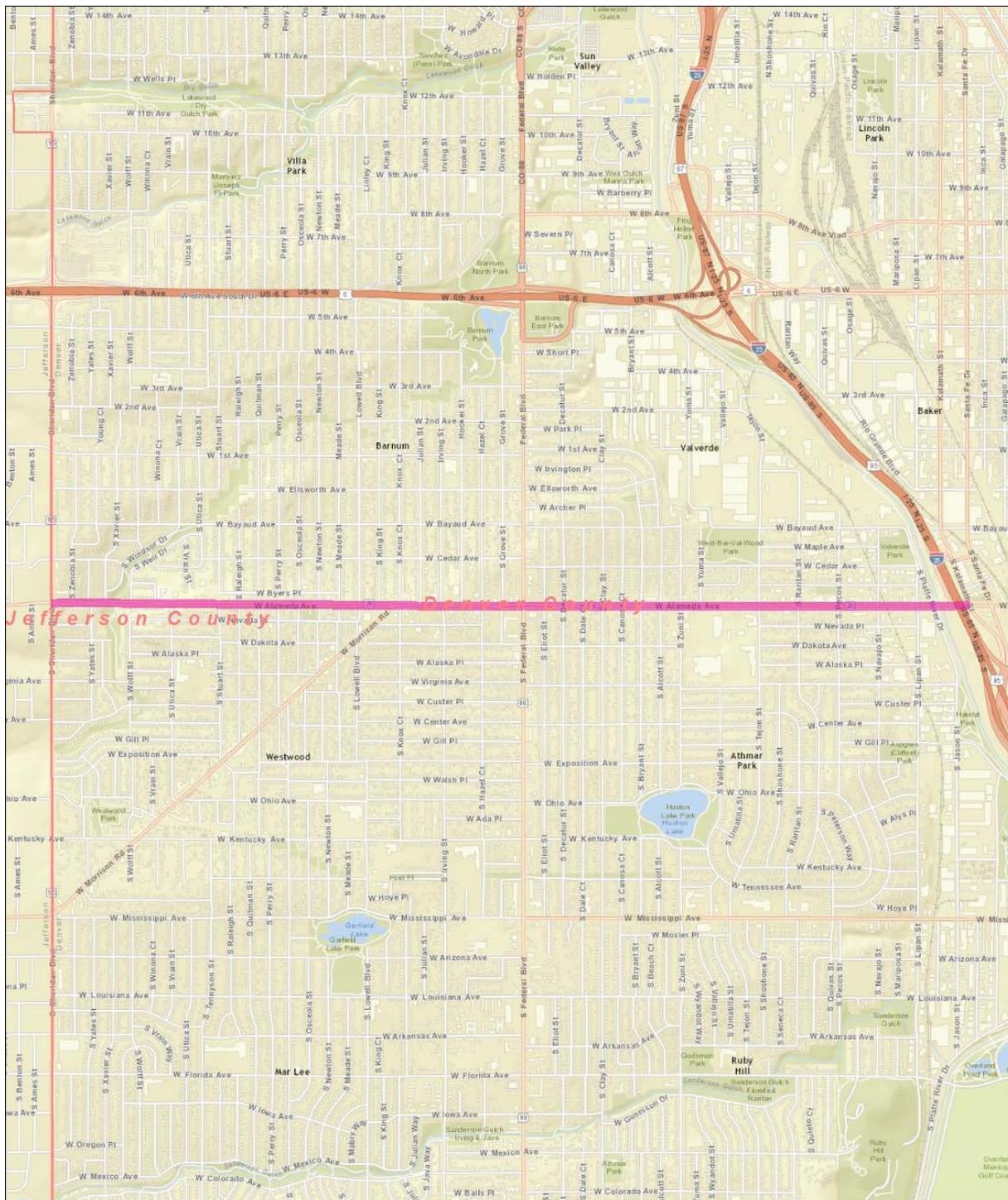
#### *Criterion D*

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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- SH 26
- County Boundary



SH 26



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

\*Information based on data from Compass provided by OAHF