

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

**Highway Name:** State Highway (SH) 30

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

<i>CDOT Route</i>	<i>Route Description</i>
030A	From I 25-A and U.S. 285-D EAST SLIP RAMPS in Denver east via Hampden Ave , north via Havana St, east via 6th Ave, and South via Piccadily Rd To Quincy Ave RD E AND W (QUINCY AVE) RD S (GUN CLUB RD) END SH 30

**Highway Location:**

Counties: Arapahoe, Denver  
 Length (Miles): 20.244

**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>
5DV.840	High Line Canal	106 - Officially eligible

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### Historical Data:

SH 30 is a U-shaped highway, approximately 20 miles in length, on the east side of the Denver metro area. The highway connects U.S. Highway (US) 285 (Hampden Avenue) on the east side of Interstate (I)-25 to Havana Street, where it continues north to East 6th Avenue, then east along 6th Avenue to Picadilly Road on the eastern edge of Buckley Air Force Base. The highway continues to the south beyond the air force base where it terminates at the intersection of East Quincy Avenue and South Gun Club Road just east of E-470.

Part of SH 30 was originally designated SH 70, one of the original highways of the state highway system. SH 70 started at Santa Fe Drive and headed west past Fort Logan on Hampden Avenue (US 285) to SH 8 at Morrison. In 1939, the state highway map showed that SH 70 had been lengthened. Morrison was still the western terminus, but the road continued east past Santa Fe Drive to Kenwood Dam (precursor to Cherry Creek Reservoir) where it connected with SH 83 (Parker Road). SH 70 then extended north on Yosemite between SH 83 and US 6. In 1949, the highway moved to the west to Havana Street north of 6th Avenue, and the section north of Smith Blvd was removed from the state highway designation within the Rocky Mountain Arsenal. In 1950, Cherry Creek Dam replaced Kenwood Dam. In 1954, the road experienced several more changes. The western terminus became Sheridan (SH 95) and on the east, the highway stopped at the intersection of Hampden and Havana, and then started again at SH 83 north of Cherry Creek Dam. In 1955, with the construction of Havana Street, the connection to SH 83 was restored and SH 70 occupied Havana between Colfax and SH 83. In 1969, because of confusion with I-70, SH 70 was renumbered US 285. On the 1979 state highway map, the 20-mile-route became SH 30.

When SH 30 became a state highway in 1955, it began at East Sixth Avenue and Havana Street (SH 70). It headed east along East 6th Avenue to Buckley Air Force Base, where it headed to the south and terminated at Airline Road. It was concurrent with the city streets of Hampden, 6th Ave., Havana, and Gun Club Road in Denver and Aurora, and was also known as the Hampden-Havana expressway. The highway provided access to the military bases that were built prior to and during World War II, as well as post-war residential development of Aurora and the area around Cherry Creek Reservoir. As noted previously, the highway assumed its current configuration in 1979 when the portion that used to be SH 70/US 285 was added to the 1955 configuration of SH 30.

Havana Street at Hampden Avenue is not present in USGS topo maps from 1941 and 1948, but is on the 1957 USGS topo map in its current location on the northwest edge of Cherry Creek Reservoir. SH30 curves from Hampden Avenue to follow Havana to the north, and connects 6th Avenue between the former Lowry Air Force Base (AFB) (west of Havana) and Buckley AFB (east of Havana).

The route has been reconfigured several times since 1955. It initially connected Colfax (US 40) to Parker Road SH83 along Havana and ended at Quincy Avenue (1955 State travel map). It was paved by 1956. In 1960 it was extended along Gun Club Road to Smoky Hill Road, where it was still a gravel road. By 1966, the south end was moved back to Quincy Avenue, then called Airline Avenue (Salek). In 1970 the highway was extended to include the Hampden freeway on either side of I-25 and up Havana to Colfax (US 40). By 1979, US 285 terminated on the west side of I-25 and SH 30 picked up the portion east of I 25 along Hampden and Havana (Salek)

Lowry AFB was established on Quebec Street and 6th Avenue at the location of a former tuberculosis sanitarium in 1937, and named for World War I soldier Francis B. Lowry, the only aviator from Denver to die in World War I. It became the center of air force operations in the region with 600 buildings on the post by 1942 and a 64,000 acre tract 20 miles to the southeast used as a bombing range. In the same year, the War Department built Buckley Field seven miles east of Lowry. Pilots used Buckley as an auxiliary field in their training operations between Lowry and the bombing range. The facility also provided more specialized training in maintaining and calibrating aircraft weapons, as well as basic training and serving as a convalescent center. Along with Fitzsimmons Army Hospital (at Colfax and Peoria, established during World War I), these three military installations drove residential development and created jobs and businesses in northeast Denver and Aurora during and after World War II (Leonard and Noel 1990: 220-221; Simmons et al 2011: Section E., pp 27-28).

Lowry AFB closed by 2006 and has been redeveloped into a mixed use neighborhood, but Buckley AFB is still in use and is headquarters for the Colorado Air National Guard as well as other active military units. The highway provides access to the northern and eastern edges of Buckley Air Force Base, along 6th Avenue and Picadilly Road.

A review of sources indicates that prior to its state highway designation, the eastern part of SH 30 along East Sixth Avenue connected Lowry and Buckley military bases during and after World War II. More research should be done to determine the origin of the highway designation and the connection between SH 30 and any earlier roads that served

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

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the military bases. The route does possess significance prior to its designation as a state highway, and after its designation as part of the post-World War II growth and development of the eastern side of the Denver 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 30 is classified as an Engineered Route under the classification system in the MPS.

#### *Criterion A*

As an Engineered Route, SH 30 possesses significance at the local level under Criterion A associated with the growth of the Denver metropolitan area after World War II due to its role in providing access to the U.S. military presence in Colorado at the local level. SH 30 includes segments of city streets (Hampden Avenue, Havana Street, 6th Avenue, and Gun Club Road) located within Denver and Aurora that are integral to the larger community street systems and patterns of development in the metropolitan area. The state highway is located between Lowry Air Force Base (AFB) and Buckley AFB, founded in 1938 and 1942, respectively. The state highway was designated in 1955, after these bases were built. As such, the state highway designation is not directly associated with the establishment of these military installations, but the earlier history of the roads that comprised the highway, prior to designation, should be researched further to determine the role these roads had in the operation of the bases under the area of Military. SH 30 is associated with the growth of Aurora and the eastern side of the Denver metropolitan area after World War II. For these reasons, the highway possesses significance under Criterion A in the areas of Transportation and Community Planning and Development 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 30 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, this highway does not possess

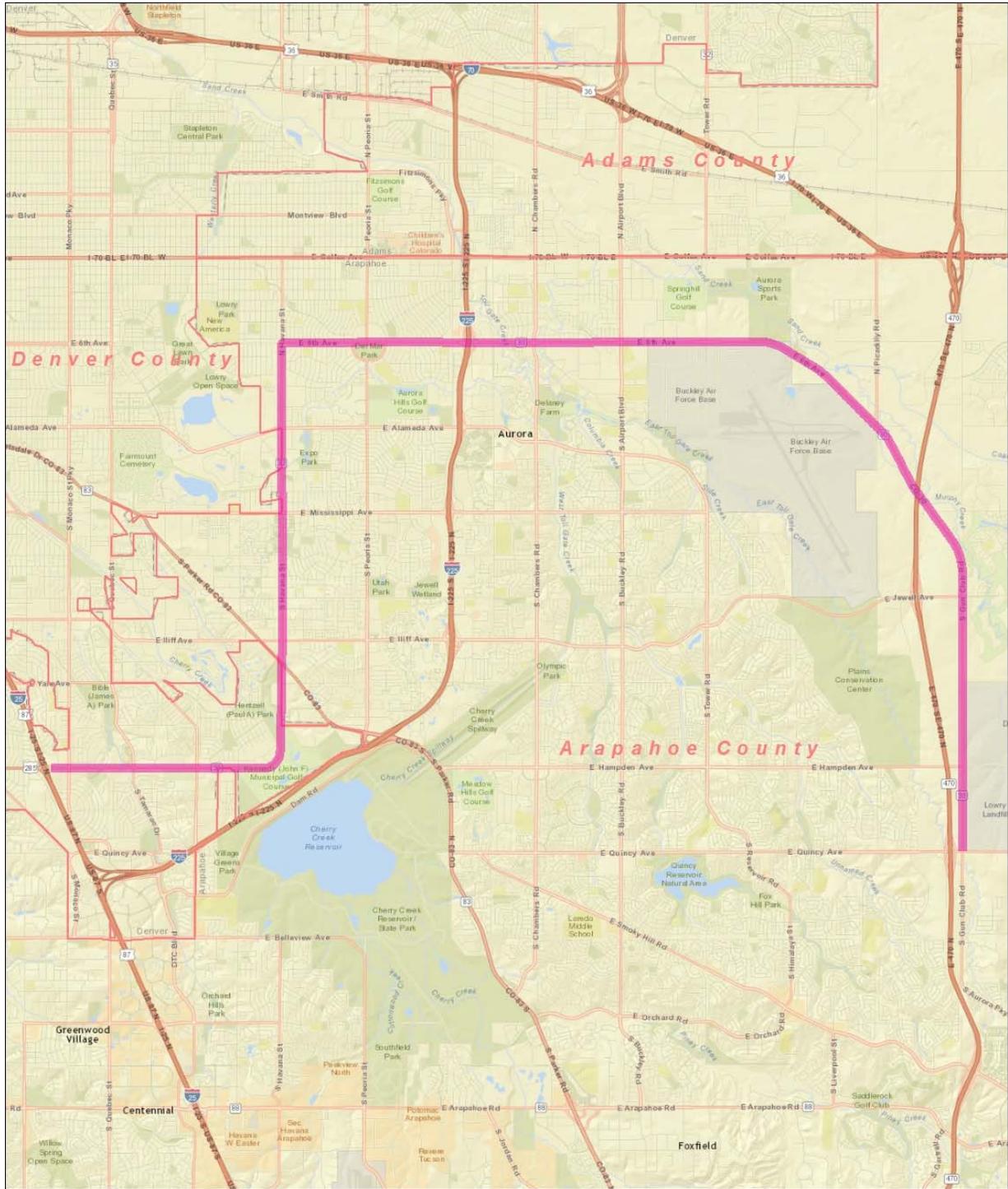
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significance under Criterion D.

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- SH 30
- County Boundary

**SH 30**



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