

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

**Highway Name:** State Highway (SH) 35

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

<i>CDOT Route</i>	<i>Route Description</i>
035A	From the South Side Ramps at I-70 North and West to East 53rd Place

**Highway Location:**

Counties: Denver

Length (Miles): 1.315

**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 35 is a short section of Quebec Street that starts at the south side ramps at Interstate (I)-70 (exit 278) and continues north to East 53rd Place, including the interchange with I-270 and Northfield Blvd. The total distance of the highway is 1.315 miles, and it is located in the City and County of Denver.

SH 35 was added to the state highway system in 1972 as a divided expressway to connect I-70 and Stapleton International Airport. The southern terminus was 32nd Avenue (now Martin Luther King, Jr. Blvd). The highway included a grade separation for the Denver Rock Island Railway (abandoned) and a divided interchange at Smith/Sandown Roads. The airport operations moved to Denver International Airport in 1995, after which Stapleton was decommissioned and redeveloped as a residential neighborhood. Salek noted that plans for SH 35 initially extended the highway along Quebec Street between Hampden on the south and I-76 on the north, but that duplicated part of the route of SH 2 in Commerce City and the plans to extend past MLKJ Blvd were never implemented. In 1995 or 1996, the northern end point was established at 53rd place (Salek). In 2000, as the Stapleton redevelopment started, the southern end point was moved to I-70. The relevant historic themes include the growth of Stapleton International Airport in the early 1970s. The designation of the highway occurred to separate highway from railroad traffic, and to direct drivers between the airport and the interstate.

A review of sources did not reveal that this route represents important road engineering achievements, an important road type or subtype identified in the MPS, or that served to provide an important connections to markets or facilitated development related to the growth of Denver in the 1970s.

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

#### *Criterion A*

As an Engineered Route, SH 35 does not possess significance under Criterion A. Research failed to indicate this highway has a direct association with a historical theme important in Colorado history, or that it represents an early or prominent road construction project of the Colorado Highway Department, or the connections it provides inform any subsequent highway improvements. As such, the highway does not possess significance under Criterion A.

#### *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.

This highway 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 significance under Criterion D.

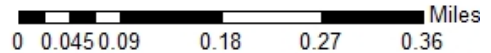
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- SH 35
- County Boundary

**SH 35**



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