

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: State Highway (SH) 41

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
041A	From U.S. 160-A Southwest of Cortez Northwest To the Utah State Line

Highway Location:

Counties: Montezuma
Length (Miles): 9.527

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 (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 41 is approximately 9.5 miles long and extends from the Utah border southeast to the junction with U.S. Highway (US) 160. The road connects US 160 with Monticello, Utah. Much of southwestern Colorado is a mountainous region that owes much of its history to mining. The earliest transportation corridors in southwest Colorado were wagon roads that often followed trails established by Native Americans, explorers, fur trappers, and traders; however, research did not reveal this highway was associated with an important early trail or wagon road.

SH 41 is located in the far southwest corner of the state in an area that historically included irrigated agriculture, which influenced its settlement. To the east, Durango served as an important center of activity for the Denver & Rio Grande Railroad, which extended west resulting in further settlement in small towns like Mancos, Cortez, and Dolores. Ranching and live-stock raising served as an important economic and agricultural activity in the region beginning c.1880. Later, with the development of the Good Roads Movement and founding of the Colorado Highway Department in the first decades of the twentieth century a highway network developed throughout the region and state often based on an existing system of local roads serving the transfer of goods and people (Carter and Mehls 1984: 138-141; Wyckoff 1999; 237-238). Historic state highway maps indicate no road existed along the alignment of present-day SH 41 until its construction and designation in 1966.

This road was one of many that functioned to supply and support towns and area industries by providing links to regional transportation corridors, towns, and cities. Research, literature review, and historic mapping does not indicate that this highway provided direct access to destinations related to important historic themes. SH 41 historically comprised one component of the overall transportation network by linking other highways and providing access to local destinations.

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

Criterion A

This highway was constructed in the 1966 and is not an example of an early or prominent project by the Colorado Highway Department nor was it built or improved as part of a federal relief project. Although located near an agricultural region, this highway did not function as a main transportation route for providing direct and important connectivity as a farm-to-market road between an important agricultural region and its market and has no important association to mining or industry in the region. As such, it 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

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 within the mountainous southwest region and it 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.

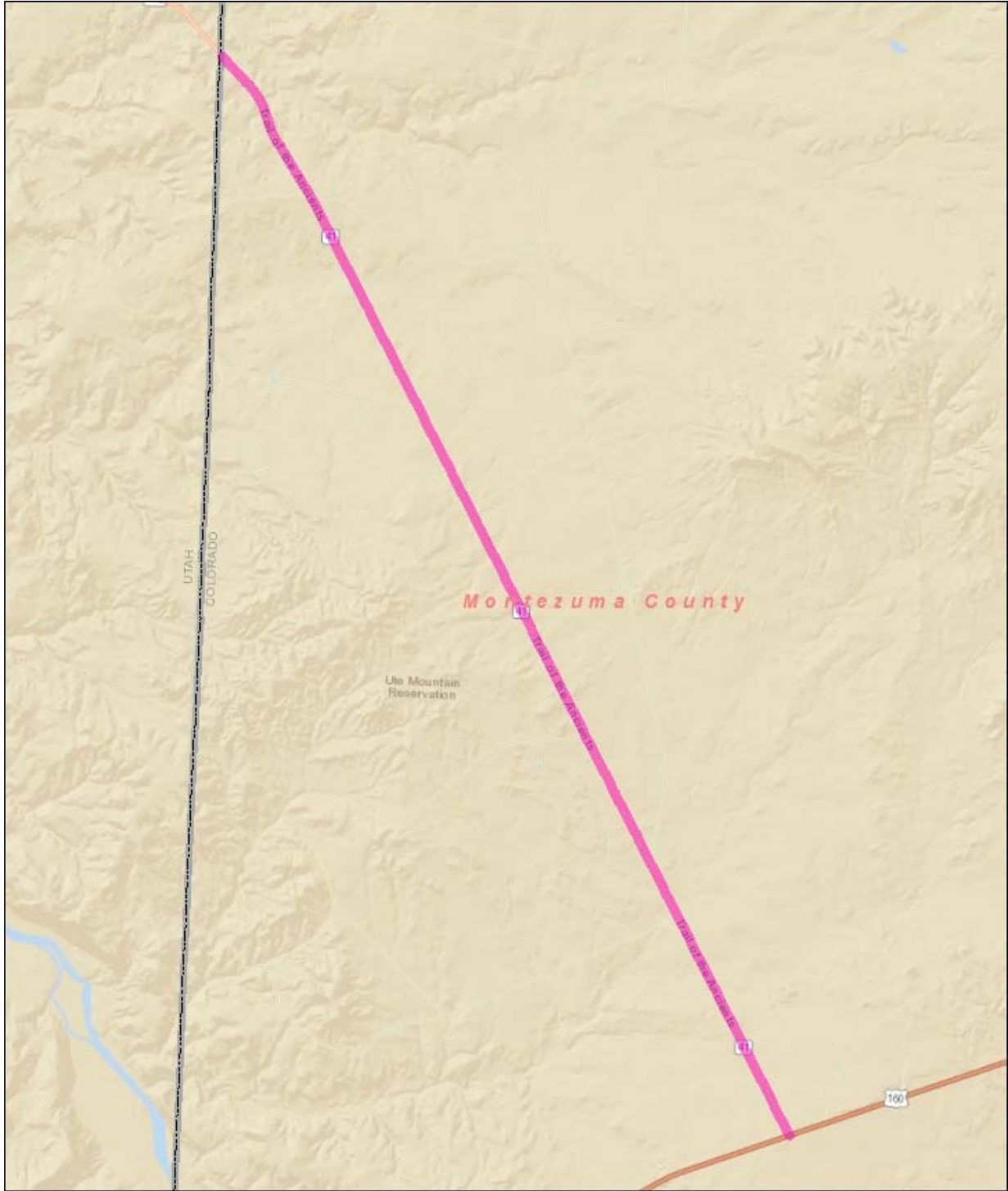
Criterion D

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 41
- State Boundary
- County Boundary

0 0.325 0.65 1.3 1.95 2.6 Miles

SH 41



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