

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

**Highway Name:** U.S. Highway (US) 6

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

<i>CDOT Route</i>	<i>Route Description</i>
006A	From the East Side Ramps at I 70A South of Mack North and Southeast via Loma and Fruita To I 70A and SH 70B Northwest of Grand Junction at Milepost 26
006B	From SH 70B East Bound Secondary Direct Connection in Grand Junction East along North Ave To SH 70B West of 30th
006C	From SH 70B North of Milepost 12 west of Clifton North and East To I 70A at Milepost 44 Northeast of Palisade
006D	From SH 13A in Rifle at Milepost 92 East To the South Side Ramps of I 70A at Milepost 109 East of New Castle
006E	From I 70A East of Milepost 139 in Gypsum east via Eagle, Wolcott, and Edwards To I 70A and SH 24A north of Minturn
006F	From I 70A and SH 9D in Silverthorne east via Dillon and Loveland Pass To I 70A East of the Eisenhower Tunnel at Milepost 217
006G	From I 70-A Floyd Hill East via Clear Creek Canyon, Golden, and along West 6th Ave To (Seminole St) North and (Osage St) South
006H	From I 70-A at Steele St in Denver northeast To the South Side Ramps at I 76-A North of Commerce City South of Milepost 276
006I	From a Direct Connection with I 76A west of Milepost 64 Near Wiggins Northeast To I 76A Northeast of Wiggins at Milepost 67
006J	From I 76A and SH 34E Northeast of Brush northeast via Merino and Atwood To Sterling and east via Haxtun and Holyoke to the Nebraska State Line
006K	From the end of Service Road at (Traver Trail) and (Devereus Rd) Southeast To SH 82A at (Laurel St) in Glenwood Springs
006L	From South Side Ramps On and Off at I 70-A Milepost 87 west of Rifle east To Railroad Ave and US 6 in Rifle
006M	From Jct I-70A Frontage Rd STR (G-04-AH) Northeast of DeBeque North To CR (215) in Parachute
006Z	From SH 6J and SH 138A in Sterling southwest along 4th St To SH 6J at South 3rd St and Park St

**Highway Location:**

Counties: Adams, Clear Creek, Denver, Eagle, Garfield, Jefferson, Logan, Mesa, Morgan, Phillips, Su  
 Length (Miles): 261.466

**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>
5CC.1184.1	Officially not eligible>Officially not eligible>No assessment given on form	12/10/2004>04/22/2002>09/28/2004	U.S. HIGHWAY 6 (SEGMENT), HIGHWAY 6
5CC.1184.4	Does not support eligibility of entire linear resource>Field eligible	01/11/2012>09/29/2011	U.S. HIGHWAY 6
5CC.1189.2	Field not eligible	2/13/2002	INTERSTATE 70 - SEGMENT
5CC.172.1	Officially not eligible>Field not eligible>Field not eligible	11/27/2006>10/16/2006>10/1982	LOVELAND PASS

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

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

**Highway Name:** U.S. Highway (US) 6

5CC.2002.2	Does not support eligibility of entire linear resource>Field not eligible	01/12/2012>10/03/2011	US HWY 6/40
5DV.11289.1	Does not support eligibility of entire linear resource>Field eligible	06/29/2012>05/25/2012	US HIGHWAY 6~6TH AVENUE FREEWAY - SEGMENT
5DV.6033.14	Officially not eligible>Field not eligible	04/01/2004>10/2003	VALLEY HIGHWAY, INTERSTATE 25 (SEGEMENT)
5EA.2587.2	Supports eligibility of entire linear resource>Field eligible	01/25/2012>09/10/2011	U.S. HIGHWAY 6 - SEGMENT
5EA.2587.3	Supports eligibility of entire linear resource>Field eligible	03/27/2013>08/01/2012	US HIGHWAY 6 - SEGMENT
5GF.2362.1	106 - Officially eligible>Field eligible>Field eligible	10/31/2008>10/01/2008>05/07/1996	HISTORIC HIGHWAY 6 & 24 SEGMENT
5GF.2362.2	Supports eligibility of entire linear resource>Field eligible	05/15/2012>09/09/2011	HIGHWAY 6 & 24 - SEGMENT
5GF.2935.1	Officially not eligible>Officially not eligible>Field eligible	10/03/2008>04/17/2002>03/13/2008	U.S. HIGHWAY 6 -SEGMENT
5GF.2935.2	Officially not eligible>Field eligible	10/03/2008>03/13/2008	U.S. HIGHWAY 6 (SEGMENT)
5GF.2935.4	Supports eligibility of entire linear resource>Field eligible	05/15/2012>09/15/2011	U.S. HIGHWAY 6 - SEGMENT
5GF.2949	Field eligible	2/6/2002	SH 13
5JF.2638.1	Officially needs data>Officially not eligible>Officially not eligible>Field eligible>Field needs data>Field not eligible	04/22/2002>12/10/2004>05/25/2006>09/28/2004>09/28/2004>11/07/2001	U.S. HIGHWAY 6 (SEGMENT), HIGHWAY 6
5JF.2638.2	106 - Officially eligible>Field eligible	04/22/2002>11/07/2001	U.S. HIGHWAY 6 TUNNEL- TUNNEL NO.1 (F-15-AY)
5JF.2638.3	106 - Officially eligible>Field eligible	04/22/2002>11/07/2001	U.S. HIGHWAY 6 TUNNEL - TUNNEL NO.2 (F-15-AX)
5JF.2638.4	106 - Officially eligible>Field eligible	04/22/2002>11/07/2001	U.S. HIGHWAY 6 TUNNEL - TUNNEL NO.3 (F-15-AW)
5JF.2638.5	Field not eligible	1/27/2005	OLD US HIGHWAY 6 - SEGMENT
5JF.2661	Officially needs data>Field needs data>Officially not eligible	04/22/2002>11/07/2001>12/10/2004	STATE HIGHWAY 119
5JF.2661.1	Officially not eligible>Field not eligible	12/10/2004>09/29/2004	HIGHWAY 119 (SEGMENT)
5JF.4508.1	Officially needs data>Field eligible	2008>04/11/2008	WADSWORTH BOULEVARD (SEGMENT)
5JF.4509.1	Officially needs data>Field eligible	2008>04/14/2008	US 6, WEST 6TH AVENUE (SEGMENT)
5JF.4509.1	Officially needs data>Field eligible	2008>04/14/2008	US 6, WEST 6TH AVENUE (SEGMENT)
5LO.479.1	Field eligible	2/1/2002	US HIGHWAY 6 - SEGMENT
5LO.479.2	106 - Officially eligible>Field eligible	03/15/2007>06/05/2006	U.S. HIGHWAY 6 (SEGMENT), HIGHWAY 6

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

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

**Highway Name:** U.S. Highway (US) 6

5LO.479.4	Does not support eligibility of entire linear resource>Field not eligible	08/02/2010>06/22/2010	US HIGHWAY 6
5ME.12509.1	106 - Officially eligible>Field eligible	11/20/2001>08/01/2001	BLACK RIDGE TRAIL, FRUITA WAGON ROAD, FRUITA DUGWAY, WEST BOUNDARY STOCK DRIVE, ROUTE 6, WEST BOUNDARY PATROL ROAD, NORTH STOCK TRAIL, TRAIL NO. 6 - SEGMENT
5ME.12922.2	Supports eligibility of entire linear resource>Field eligible	05/15/2012>09/18/2011	US HIGHWAY 6 - SEGMENT
5ME.12922.3	Supports eligibility of entire linear resource>Field eligible	05/15/2012>09/18/2011	U.S. HIGHWAY 6 - SEGMENT
5ME.815.2	Officially not eligible>Field not eligible	03/29/1992>07/24/1991	UTE TRAIL;MEEKER MASSACRE TRAIL;DEBEQUE CUTOFF ROAD
5ME.815.3	Does not support eligibility of entire linear resource>Officially not eligible>Field not eligible>Officially not eligible>Field not eligible>Field not eligible	05/15/2012>05/05/2009>09/09/2008>03/29/1992>07/24/1991>05/12/2011	DEBEQUE CUTOFF, UTE TRAIL, MEEKER MASSACRE TRAIL
5ME.924	No assessment given on form	1/6/1976	ROAN CREEK TOLL ROAD
5MR.743.1	Field eligible	2/1/2002	US HIGHWAY 6 - SEGMENT
5PL.480.1	Supports eligibility of entire linear resource>Field eligible	09/25/2012>09/11/2012	US HIGHWAY 6 - SEGMENT
5ST.397.1	Officially not eligible>Field not eligible>Field needs data	11/27/2006>10/16/2006>02/15/1974	LOVELAND PASS
5ST.892.1	Field not eligible	2/13/2002	INTERSTATE 70 - SEGMENT
5WN.171.1	Field eligible	2/1/2002	US HIGHWAY 6 - SEGMENT

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

Colorado Cultural Resource Inventory forms (forms) for previously recorded segments recommended eligible for the National Register of Historic Places (National Register) include 5LO.479.1, 5LO.479.3, 5ME.11846, 5MR.743.1, and 5WN.171.1. Three segments that document a 35-mile segment from Sterling to Brush for this route were completed for *Highways to the Sky* (Associated Cultural Resource Experts, 2002) and include forms for 5LO.479.1, 5MR.743.1, and 5WN.171.1. Other forms that conclude segments contribute to significance of the entire highway include 5LO.479.2, 5GF.2935.4, 5ME.18440.1, 5GF.2935.8, 5GF.2935.7, 5GF.2362.2, 5E.2587.2, 5EA.2587.3, and 5DV.11289.1. Discussion about segments through Clear Creek Canyon are found on forms for 5CC1184.4 and 5CC.2002.1. A good discussion about the segment of Sixth Avenue and Golden is found in forms for 5DV.11289.1 and 5JF.4509.1.

**Historic Districts located within 250 feet of highway (OAHP Site Number and Name)\*:**

OAHP Site No.	District Name	Assessment (If Applicable)
5JF.322		Listed on National Register
5JF.446		Listed on National Register
5JF.4684		106 - Officially eligible
5JF.590		Listed on National Register
5LO.829		Listed - National Register
5ME.2415		Field eligible

\*Information based on data from Compass provided by OAHP

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

**Highway Name:** U.S. Highway (US) 6

5ME.4001

Listed on National Register

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

**Highway Name:** U.S. Highway (US) 6

### Historical Data:

Forms for previously recorded segments of this highway were reviewed for historical background information (see OAHF Site Numbers above). In addition, a historical summary of this highway is included in *Highways to the Sky*. This information was used to complete the statement of significance. No changes are recommended for the historical summary in *Highways to the Sky*.

Below is a reiteration of key points in the history of US 6 found in *Highways to the Sky*, with a brief augmentation addressing the probable origins of the road:

US 6 in Colorado begins at the Nebraska border and enters the state at the town of Holyoke, travelling west through the eastern plains towns of Haxtun, Sterling, Merino, and Wiggins. It continues through Commerce City and Denver and Golden and then west through Clear Creek Canyon and over Loveland Pass to the mountain towns of Dillon, Silverthorne, Avon, and Edwards. The route continues through Eagle, Gypsum, New Castle, Rifle, Parachute, and Grand Junction, until it reaches Mack, just east of the Utah border. The segment of the highway in northeastern Colorado (Phillips, Logan, Washington, and Morgan Counties) served as an early local farm-to-market road by providing the primary connection between Colorado and neighboring Nebraska and rail connections to the larger markets to transport goods.

The federal designation of a United States Highway System began in 1926 with standardizing numbers of State Highways across the country. US 6, starting in Provincetown, Massachusetts, was one of the first to be designated. In Colorado, US 6 incorporated the segment of US 38 that extended from Holyoke, near the Nebraska border, and ended in Greeley. By 1932 US 6 was used on the state maps and in 1937 the entire route across the country was designated as a transcontinental highway with different names including the Omaha-Lincoln-Denver (OLD) Highway in eastern Colorado, the Roosevelt Highway during the 1930s and 1940s, and in 1952 it was officially dedicated as the Grand Army of the Republic. The OLD Highway was first started by civic clubs in 1910 and later became the Detroit-Lincoln-Denver (DLD) Highway by 1920. The OLD/DLD Highway was formed as a result of the Good Roads Movement to improve local roads. The OLD/DLD Highway became a State Highway (SH) 9 and was improved by the Colorado Highway Department (CHD). Improvements in 1926 included grading, resurfacing, and straightening (Associated Cultural Resource Experts, 2002: 11-37).

In Colorado, by 1938 work under the Works Progress Administration (WPA) to extend US 6 southwest of Wiggins through Hudson into Denver had commenced. (Today, much of US 6 is cosigned with segments of I-25 and US 85 and I-76 near Commerce City in Denver.) From Denver the route was extended westward to Utah through Mt. Vernon Canyon, over Loveland Pass toward Leadville, running concurrent with US 24 to Grand Junction and US 50 west to Spanish Fork, Utah. In 1940 US 6 was rerouted using SH 78 over Vail Pass, instead of US 24 through Climax, Leadville, and Minturn. WPA funds were also used to build the segment of the highway from Minturn west to Rifle and Grand Junction, combining portions of US 24 and a toll road from Rifle to Grand Junction for the building of the road and tunnels through the mountainous terrain using abandoned railroad grades. World War II briefly halted work and the final paving of the segment of the highway over Loveland Pass was not completed until 1946.

Progress to complete US 6 through the Grand Valley in Palisade and Grand Junction was also slowed as portions of a railroad grade were incorporated into the roadbed. A new segment of US 6 through Clear Creek Canyon began in 1937, but decades of political fighting and the duration of World War II delayed the finishing of construction until 1952.

US 6 has been rerouted in metropolitan Denver. Originally the route of the highway in the metropolitan area used Colfax-Colorado-Vasquez (currently US40-SH2-US 85) to head east and northeast out of the city. In 1947 US 6 was rerouted using Colfax-Larimer-Broadway-Brighton-46th-Vasquez, and again in 1954 in Golden and Denver using Sixth Avenue east to Federal Boulevard, then northeast using Eighth Avenue, Broadway, and Brighton Boulevards to Vasquez Boulevard (Salek). The construction of I-70 has obliterated areas of US 6 in areas west of Vail, but the earlier alignment can be seen in towns such as Rifle, Parachute, and New Castle.

(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.)

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

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

Highway Name: U.S. Highway (US) 6

**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)

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

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

**Highway Name:** U.S. Highway (US) 6

### 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:

US 6 is classified as an Engineered Route under the classification system in the MPS.

#### *Criterion A*

Under *Criterion A*, the segment of the highway in northeastern Colorado possesses significance under Transportation as an early farm-to-market road that provided primary access for farmers, particularly in Phillips, Logan, Washington, and Morgan Counties, during the 1910s and 1920s at the local level. The road served as a vital connection between Colorado and Nebraska, providing access for rural farmers to transport goods and produce the larger markets. The eastern segment of US 6 in Colorado is associated with the Good Roads Movement and its development and promotion as the OLD/DLD Highway, an important early transcontinental highway also in the area of Transportation at the state level. The western portion of US 6, from Clear Creek Canyon to Grand Junction and east of Denver near Wiggins, possesses significance under Criterion A in the area of Politics/Government at the state level. These segments have a direct association with work completed by the WPA from 1937 to 1941. The WPA is an important Depression-era federal work-relief program and an important theme in state history.

#### *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 literature review did not yield evidence of the use of innovative engineering in the design of US 6 or any construction features particular this highway that would serve to distinguish it from other roads. While sections of the highway in northeast Colorado are considered to be examples of early farm-to-market road and the route is associated with a transcontinental highway, these associations do not suggest that it is an important road type in terms of engineering. Rather, it appears to fall within State Highway standard design. As such, it does not possess significance under *Criterion C*.

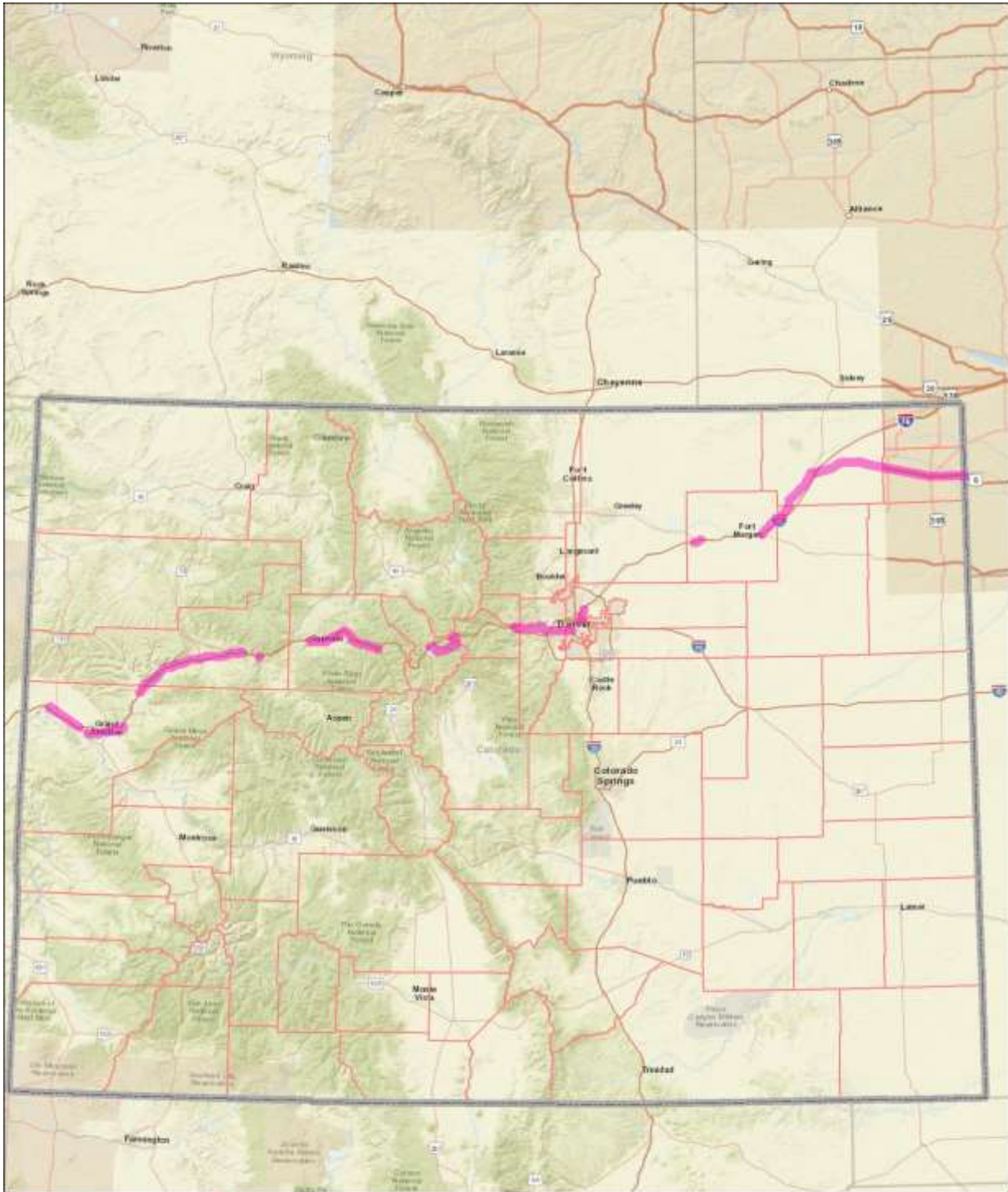
#### *Criterion D*

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*.

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

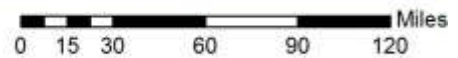
# Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: U.S. Highway (US) 6



Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

- US 6
- State Boundary
- County Boundary



**US 6**



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