

Colorado Historic Highway Inventory - Historical Summary and Evaluation of Significance

Highway Name: U.S. Highway (US) 24

CDOT Route Nos. and Milepost (MP) Limits:

<i>CDOT Route</i>	<i>Route Description</i>
024A	From I 70-A and U.S. 6-E north of Minturn southeast via Tennessee Pass, Leadville, Buena Vista, Wilkerson Pass To I 25-A in Colorado Springs at Cimarron St
024B	From I 70-A CO Rd 12 on Frontage Road west of Siebert east To SH 57-A and U.S. 24C in Stratton
024C	From SH 57-A east of Stratton east End U.S. 24B To U.S. 385-C in Burlington
024D	From U.S. 385C at 8th Street in Burlington East and Northeast to the I-70 Frontage Road
024E	From Manitou Springs Business Route - U.S. 24-A west of Manitou Spgs east To U.S. 24-A at 31st St in Colorado Springs
024F	From Limon Spur Connection - From U.S. 24-A and U.S. 40-G west of Limon north To North Side Ramps at I 70-A northwest of Limon
024G	From I 25-A in Colorado Springs northeast To I 70-A and U.S. 40 H east of Limon

Highway Location:

Counties: Chaffee, Eagle, Elbert, El Paso, Kit Carson, Lake, Park, Teller

Length (Miles): 277.319

OAHF Site Numbers (for previously recorded segments, if applicable)*:

<i>OAHF Site No.</i>	<i>Assessment</i>	<i>Assessment Date</i>	<i>Site Name</i>
5AL.304	No assessment given on form	6/14/1976	PIKE'S ROUTE
5CF.159	Officially not eligible>Field not eligible	05/14/2002>2001	TROUT CREEK PASS - PAVED ROAD
5EA.2889.1	Does not support eligibility of entire linear resource>Does not support eligibility of entire linear resource	09/19/2011>06/15/2011	US HIGHWAY 24 SEGMENT
5EP.2727	106 - Officially eligible>Field eligible	02/24/1999>07/09/1997	US GRANT ROAD, PIKES PEAK CARRIAGE ROAD
5EP.2727.4	106 - Officially eligible>Field eligible	02/24/1999>07/09/1997	US GRANT ROAD, PIKES PEAK CARRIAGE ROAD
5EP.366	Field eligible>106 - Officially eligible>Field eligible>Field eligible	07/09/1997>05/22/1998>11/21/1996>10/1982	PIKES PEAK TOLL ROAD, PIKES PEAK HIGHWAY
5EP.3939.1	Officially not eligible>Field not eligible	03/09/2001>12/12/2000	GOLDEN BELT ROUTE HIGHWAY SEGMENT
5EP.3939.8	Field eligible	6/12/2002	GOLDEN BELT ROUTE, PIKES PEAK OCEAN TO OCEAN HIGHWAY, NATIONAL WHITE WAY, COLORADO STATE HIGHWAY 50
5EP.4118.1	Field eligible	1/31/2002	US HIGHWAY 24 - SEGMENT
5EP.4118.2	106 - Officially eligible>Field eligible	02/18/2008>01/17/2008	STATE HIGHWAY 24 (SEGMENT), US HIGHWAY 24
5EP.4118.3	106 - Officially eligible>Field eligible	10/29/2008>10/13/2008	STATE HIGHWAY 24 - SEGMENT
5EP.4118.4	Supports eligibility of entire linear resource>Field eligible>Field Assess.: Non-contributing to District	02/03/2012>01/26/2012>01/26/2012	STATE HIGHWAY 24 - SEGMENT

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5GF.2362.2	Supports eligibility of entire linear resource>Field eligible	05/15/2012>09/09/2011	HIGHWAY 6 & 24 - SEGMENT
5PA.2004.1	Field eligible	1/31/2002	US HIGHWAY 24 - SEGMENT
5PA.391	Officially not eligible>Field not eligible	05/14/2002>2001	TROUT CREEK PASS
5TL.3031.1	Field eligible	1/31/2002	US HIGHWAY 24 - SEGMENT

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

Previous Colorado Cultural Resource Inventory forms (forms) include 5EP.4118.1, 5PA.2004.1, and 5TL.3031.1 prepared for *Highways to the Sky*. Forms for 5EP.4118.1 and 5PA.2004.1 could not be accessed on Compass and the form for 5TL.3031.1 is missing. Other previously recorded segments that included supporting eligibility of the overall highway include 5CF.2931.1, and 5EP.4118.3. The form for 5EA.2889.1 provided good information about US 24 in Eagle County to Minturn.

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>
5EP.332		Listed on National Register
5EP.334		Listed on National Register
5EP.530		Listed on National Register
5LK.40		Listed on National Register
5PA.742		Listed on the State Register

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Historical Data:

Colorado Cultural Resource Inventory forms for previously recorded segments of this highway were reviewed for historical background information (see OAHPSite 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*.

See Colorado Cultural Resource Inventory forms and Chapter 11 of *Highways to the Sky* for additional historical information on this highway. Below is a brief description of the highway.

The route extends from near Minturn, traveling over Tennessee Pass to Leadville, and then south to Salida, where it joins US 285 from Buena Vista over Trout Creek Pass to Antero Junction. US 24 leaves US 285 at Antero Junction and travels through Hartsel, Divide, and Woodland Park to Manitou Springs then on to Colorado Springs. From Colorado Springs it travels east to Limon and joins Interstate (I)-70 to Burlington. At Burlington, US 24 ends just east at milepost 457 where it connects with I-70 and leaves Colorado.

The highway includes two bridges listed in the National Register of Historic Places: Fountain Creek Bridge (OAHPSite ID 5EP.395) near Manitou Springs and Red Cliff Bridge (OAHPSite ID 5EA.636) over the Eagle River at Red Cliff.

During the 1930s and 1940s, using Works Progress Administration funds and Civilian Conservation Corps labor crews constructed the rest stop at Wilkerson Pass and retaining walls near Manitou Springs (Associated Cultural Resource Experts 2002: 11-81 through 83).

(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:

US 24 is classified as a Cultural Route and an Engineered Route under the classification system in the MPS.

Criterion A

As a Cultural Route, US 24 possesses significance under Criterion A in the area of Transportation at the local level for its role as a travel route for native peoples through South Park over Ute Pass into Manitou Springs. The route was developed and used during the pre-Territorial period and continued to be used during the late nineteenth and early twentieth century.

As an Engineered Route, US 24 possesses significance under Criterion A under Entertainment/Recreation for its association with the development of tourism in Colorado during the automobile age at the state level. With the introduction of the automobile, the highway became an early important and recognized tourist route to reach resort towns of near Pikes Peak. US 24 is also significant in the area of Transportation for its association with an important transcontinental highway and a prominent project of the Colorado Highway Department (CHD) at the state level of significance. The CHD expended over \$11.5 million between 1931 and 1941 to improve the highway and expand the highway over Ute Pass. Nationally, the route was known as the Pikes Peak Ocean to Ocean Highway, which traveled back roads from New York to Los Angeles. US 24 carried the Pikes Peak Ocean to Ocean Highway through Colorado. Its role as a national named highway and the resulting promotion and boosterism made US 24 an important route that served as a popular tourist route across Colorado from the 1910s through the 1940s. The highway is also significant in the area of Politics/Government at the state level for its association with the Depression-era federal relief programs. During the 1930s and 1940s US 24 was improved with the use of Works Progress Administration (WPA) funding and Civilian Conservation Corps (CCC) labor, an important theme in state history.

Criterion C

US 24 possesses significance under *Criterion C* in the area of Engineering at the state level as a prominent project of the CHD due to the size and scale of improvements. From 1931-1941 over \$11.5 million in improvements were spent on improving the entire highway. This work also involved the innovative engineering solution of expanding the highway through Ute Pass. Work during this period included the use of WPA funding and CCC labor. As such, these improvements may also reflect design and construction features and the workmanship of the CCC in road-related features like retaining walls and rest stops, such as at Wilkerson Pass.

Criterion B and D

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*. 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,

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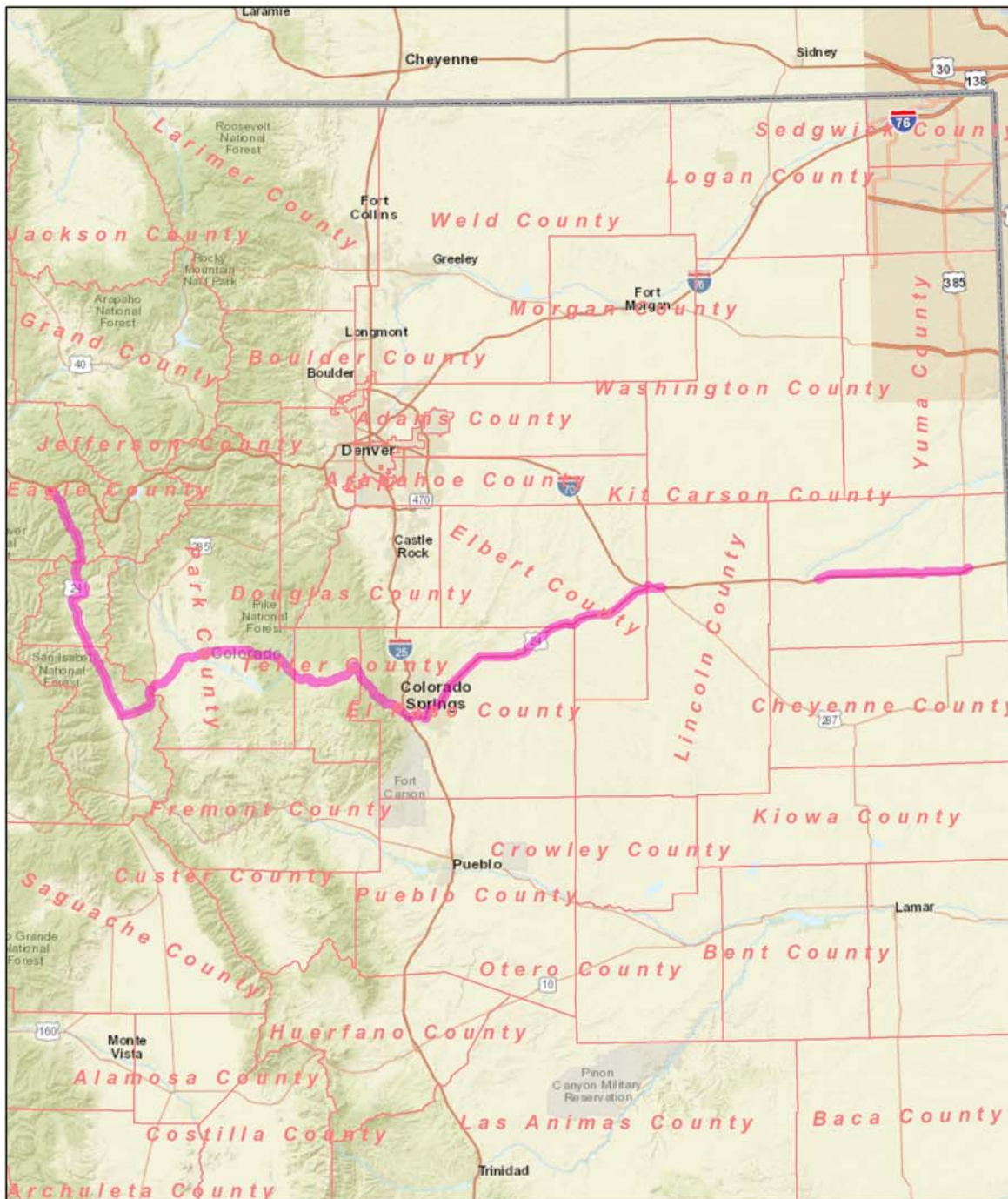
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this highway does not possess significance under *Criterion D*.

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- US 24
- State Boundary
- County Boundary

0 10 20 40 60 80 Miles

US 24



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

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