

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

**Highway Name:** U.S. Highway (US) 40

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

<i>CDOT Route</i>	<i>Route Description</i>
040A	From Utah State Line east via Craig, Steamboat Springs, Granby, and Winter Park To I 70-A at Empire Jct
040B	From U.S. 6G Floyd Hill east To SH 74A at El Rancho
040C	From I 70-A Genesee Interchange east via Mt. vernon Canyon and through Denver via Colfax Av To I 70-A east Aurora
040D	From U.S. 036D in Byers Southeast along I-70 To South Calhoun Road (County Road 185)
040E	I-70 Frontage Road at (Mp-324) Southeast through Deer Trail To (County Road 42) the Wall Road Underpass near the Arapahoe-Elbert County Line
040F	From I-70 Frontage Road (Mp-338) Separates from Mainline South through Agate To State Highway 70 at CR (166) in Agate
040G	From I 70-A Frontage Road west of Limon east (I-70 Milepost 357.5) To U.S. 24-A and 24-F in west Limon
040H	From I 70-A and U.S. 24-A east of Limon southeast via Hugo and Wild Horse and east via Kit Carson and Cheyenne Wells To the Kansas State Line
040Z	From U.S. 40-A at Lincoln St in Craig west To U.S. 40-A at Pershing St

**Highway Location:**

Counties: Moffat, Routt, Grand, Clear Creek, Jefferson, Denver, Arapahoe, Elbert, Lincoln, Cheyenne  
 Length (Miles): 410.575

**OAHPSite Numbers (for previously recorded segments, if applicable)\*:**

<i>OAHPSite No.</i>	<i>Assessment</i>	<i>Assessment Date</i>	<i>Site Name</i>
5AM.1883.1	Officially not eligible>Field eligible	05/15/2006>10/10/2005	COLFAX AVENUE-SEGMENT, HIGHWAY 40
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.171.1	Officially needs data>Field needs data>Field not eligible	08/19/1996>07/16/1996>10/1982	U.S. HIGHWAY 40 OVER BERTHOUD PASS, BERTHOUD PASS ROAD
5CC.171.2	Field eligible	4/2/2007	THE MIDLAND TRAIL AUTO ROAD
5CC.2002.2	Does not support eligibility of entire linear resource>Field not eligible	01/12/2012>10/03/2011	US HWY 6/40
5CC.454.1	Officially not eligible>Field not eligible	10/12/1990>08/02/1989	
5CC.600.1	Noncontrib. to Officially elig. dist.>Field not eligible>Field eligible	08/19/1996>07/16/2001>06/23/1993	EMPIRE AND MIDDLE PARK ROAD (SEGMENT C)
5CC.600.14	Field eligible	3/25/2007	EMPIRE - MIDDLE PARK WAGON ROAD
5CC.600.15	Field eligible	3/25/2007	EMPIRE - MIDDLE PARK WAGON ROAD
5CC.600.7	Field eligible	3/27/2007	EMPIRE - MIDDLE PARK WAGON ROAD
5CC.600.9	Field eligible	3/27/2007	EMPIRE-MIDDLE PARK WAGON ROAD
5CH.198.1	Field not eligible	1/28/2002	STATE HIGHWAY 385 - SEGMENT
5GA.1715.1	Officially not eligible>Field needs data	10/30/1992>09/16/1992	

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5GA.1715.2	Officially not eligible>Field needs data>Officially not eligible	10/30/1992>09/16/1992>01/26/2009	
5GA.1715.5	Officially not eligible>Field needs data	01/26/2009>09/15/2008	UNNAMED ROAD SEGMENT
5GA.686.1	106 - Officially eligible>Field not eligible>	06/29/1990>07/24/1981>	OLD U.S. 40
5GA.686.10	Noncontrib. to Officially elig. dist.>Field not eligible>Field eligible	05/19/1995>05/15/2000>04/27/1995	VICTORY HIGHWAY SEGMENT
5GA.686.11	Supports eligibility of entire linear resource>Noncontrib. to Officially elig. dist.>Field eligible>Field eligible>Field eligible	01/30/2013>05/09/1995>04/27/1995>09/25/2012>09/24/2012	OLD U.S. HIGHWAY 40   VICTORY HIGHWAY
5GA.686.12	Noncontrib. to Officially elig. dist.	5/9/1995	OLD U.S. HIGHWAY 40: VICTORY HIGHWAY - (SEGMENT)
5GA.686.13	Officially not eligible>Noncontrib. to Officially elig. dist.>Field not eligible>Field not eligible	11/22/2005>08/26/1997>08/30/2005>07/31/1997	U.S. HIGHWAY 40/OLD VICTORY HIGHWAY/DELBERT MYERS ACCESS ROAD
5GA.686.14	Contrib. to Officially elig. dist.>Field eligible	03/19/1998>09/24/1997	OLD U.S. HIGHWAY 40 (VICTORY HIGHWAY)
5GA.686.15	Officially not eligible>Officially not eligible>Field not eligible>Field not eligible	11/22/2005>06/19/2001>08/30/2005>04/19/2001	OLD VICTORY HIGHWAY (SEGMENT)
5GA.686.16	Officially not eligible>Field not eligible	11/22/2005>08/30/2005	OLD VICTORY HIGHWAY
5GA.686.17	Officially not eligible>Field not eligible	09/06/2006>08/08/2006	OLD HIGHWAY 40 (SEGMENT)
5GA.686.18	Officially not eligible>Field not eligible	01/05/2007>11/03/2006	OLD US HIGHWAY 40 - SEGMENT
5GA.686.19	Officially not eligible>Field not eligible	01/05/2007>10/14/2006	OLD US HIGHWAY 40 - SEGMENT
5GA.686.2	106 - Officially eligible>Field eligible	06/29/1990>06/07/1990	OLD HIGHWAY 40 VICTORY HIGHWAY
5GA.686.20	Officially not eligible>Field not eligible	01/05/2007>10/14/2006	OLD U.S. HIGHWAY 40 - SEGMENT
5GA.686.21	106 - Officially eligible	1/26/2009	OLD U.S. HIGHWAY 40, VICTORY HIGHWAY - SEGMENT
5GA.686.22	Field needs data	9/24/2012	OLD U.S. HIGHWAY 40   VICTORY HIGHWAY   MUDDY PASS WAGON ROAD
5GA.686.3	Officially needs data>Contrib. to Officially elig. dist.>Field eligible	01/30/2013>04/06/1994>03/21/1994	OLD U.S. HIGHWAY 40 (SEGMENT)
5GA.686.4	Supports eligibility of entire linear resource>Field eligible	01/30/2013>09/16/1991	OLD U.S. 40 ROAD (SEGMENT)
5GA.686.5	Noncontrib. to Officially elig. dist.	5/19/1995	VICTORY HIGHWAY SEGMENT

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5GA.686.6	Noncontrib. to Officially elig. dist.>Field not eligible>Field eligible	05/19/1995>05/01/2001>04/24/1995	VICTORY HIGHWAY SEGMENT
5GA.686.7	Noncontrib. to Officially elig. dist.>Field not eligible>Field eligible	05/19/1995>05/01/2001>04/24/1995	VICTORY HIGHWAY SEGMENT
5GA.686.8	Noncontrib. to Officially elig. dist.>Field eligible	04/27/1995>04/27/1995	VICTORY HIGHWAY SEGMENT
5GA.686.9	Noncontrib. to Officially elig. dist.>Field eligible	05/19/1995>04/27/1995	VICTORY HIGHWAY SEGMENT
5GA.808	Field not eligible	2/1/1974	BERTHOUD PASS
5GA.808.3	Field eligible	3/28/2007	EMPIRE - MIDDLE PARK WAGON ROAD
5JA.1136.1	Officially not eligible>Field not eligible	10/13/1999>09/21/1999	
5JA.1136.2	Officially not eligible>Field not eligible	10/13/1999>09/21/1999	
5JF.2260	Eligible		MT. VERNON CNYN RD
5JF.4793	Officially not eligible>Field not eligible	01/22/2010>11/19/2009	
5LN.170.1	Officially not eligible>Field not eligible	08/19/1993>05/12/1993	
5LN.170.5	Officially not eligible>Field not eligible	08/19/1993>05/12/1993	
5MF.2003		5/1/1976	VICTORY HIGHWAY / US HIGHWAY 40
5MF.2003.1	No assessment given on form	5/11/1976	VICTORY HIGHWAY, US 40 HIGHWAY SEGMENT
5MF.2003.2	Officially not eligible>Field not eligible	07/22/2003>05/13/2003	VICTORY HIGHWAY, ROUTE 40
5MF.2003.3	Officially not eligible>Field not eligible	08/16/2004>08/02/2004	US HIGHWAY 40, VICTORY HIGHWAY, US ROUTE 40
5MF.2003.4	Supports eligibility of entire linear resource>Field eligible	11/21/2012>05/31/2012	US HIGHWAY 40 - SEGMENT
5MF.2003.5	Supports eligibility of entire linear resource>Field eligible	11/21/2012>05/30/2012	US HIGHWAY 40 - SEGMENT
5RT.2767.1	Does not support eligibility of entire linear resource>Field not eligible	11/12/2009>08/07/2009	US HIGHWAY 40, VICTORY HIGHWAY - SEGMENT
5RT.3035.1	Supports eligibility of entire linear resource>Field eligible	04/01/2011>09/30/2010	OLD HIGHWAY 40
5RT.3074.1	Supports eligibility of entire linear resource>Field eligible	02/21/2012>01/03/2012	US HIGHWAY 40, VICTORY HIGHWAY - SEGMENT

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

Colorado Cultural Resources Inventory forms (forms) for previously recorded segments of this highway listed above and available in Compass

5JF.2260.4, The Mount Vernon Canyon Road: US 40 has been documented and found to be eligible under Criterion A and Criterion C in Jefferson County, as an engineered road, and was constructed by the PWA, 1936-1938.

5GA.686: Old US 40 in Grand County. Old alignment, generally a ruin or in use as a ranch road. Some segments officially eligible.

5CC.600: Empire-Middle Park Wagon Road. Follows alignment of US 40. Eligible in 1991, not eligible in 2001.

5AM.1883 (Colfax at Fitzsimmons)

5CC.171: US 40 over Berthoud Pass. Determined "needs data" in 1996.

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5GA.1715. Determined not eligible.

5RT.2767: Victory Highway Segment. Determined not eligible

5RT.3035: Eligible segment of Old Highway 40. Site form not accessible on 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>
5AM.123.163		106 - Officially eligible
5CC.154		Staff - Officially Eligible
5DV.102		Listed on National Register
5DV.11336		National Historic Landmark
5DV.160		Listed on National Register
5DV.161		National Historic Landmark
5DV.165		Listed on National Register
5DV.2683		Listed on National Register
5DV.5181		Local Landmark
5DV.5187		Local Landmark
5DV.5308		Listed on National Register
5DV.5310		Listed on National Register
5DV.8072		106 - Officially eligible
5DV.843		Staff - Officially Eligible
5DV.897		Keeper - Officially eligible
5GA.82		Listed on National Register
5JF.178		Listed on National Register
5JF.979		Listed on National Register
5RT.1207		Listed on National Register
5RT.3180		Review Board Recommendation for Listing

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

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### Historical Data:

US 40 (a national highway that begins in Utah and ends in New Jersey), crosses the full horizontal width of Colorado, entering the northwest part of the state at the Utah border and traversing the northern Western Slope, then on through the Central Mountains and out the Front Range into Denver, where it crosses the city on Colfax Avenue. It leaves Denver arm in arm with Interstate (I)-70, with which it is cosigned until Limon, when it leaves the interstate and is cosigned with US 287 until Kit Carson, where US 40 goes on its solitary way due east to the Kansas border and beyond (it does not rejoin I-70 until Oakley, Kansas). It crosses or enters Moffat, Routt, Jackson, Grand, Clear Creek, Jefferson, Denver, Adams, Arapahoe, Lincoln, and Cheyenne counties. Part of this highway is part of the Colorado segment of the Dinosaur-Diamond National Scenic and Historic Byway, which was designated in 1997.

The western segment of US 40 crosses the Colorado Plateau, which stretches from western Colorado into eastern Utah, northern Arizona, and northwestern New Mexico. The Colorado Plateau is a high desert with scattered forests and mesas (or tablelands), including the forested Flat Tops and Grand Mesa, the desert buttes of the Book Cliffs and Roan Plateau and the juniper-studded canyons and red sandstone formations that include Colorado National Monument. The region is also characterized by broad swaths of federally-owned land managed by the Bureau of Land Management and the US Forest Service (Routt National Forest, Flat Tops Wilderness, and Grand Mesa National Forest), with lesser amounts belonging to the National Park Service (Colorado National Monument and Dinosaur National Monument).

Before the establishment of Colorado Territory in 1861, the Colorado Plateau was part of Utah Territory (1854), and it shares a physical geography with eastern Utah. Similarly, northwestern part of Colorado resembles southwestern Wyoming and strong economic and social connections exist across the Wyoming-Colorado border. Agricultural settlement in the area of the Colorado Plateau traversed by US 40 clustered near river bottoms at Parachute, Rifle, Meeker, Steamboat Springs, and Craig, where large ranches grazed cattle and sheep on higher benches above the river bottoms, much of it leased from the federal government for grazing. Brown's Hole, in the far northwest corner of the state, shared borders with Utah and Wyoming and was known as a good winter range for large cattle herds from Wyoming (Wyckoff 1999: 244).

The Colorado River and its major tributaries, including the Colorado (Grand), Uncompahgre, and Gunnison are the major sources of water on the Western Slope, and to the north, the Yampa and White rivers are the lifelines of the region, feeding into the Green River before it joins the Colorado in Utah. As with other parts of the arid West, the rivers dictated the location of settlements, railroads, agriculture, and the state's roads. After the Utes were removed in 1880 to reservations in Utah (leaving only two small Ute reservations in the extreme southwest corner of Colorado), the railroads quickly mobilized to provide transportation and economic opportunity for farmers, ranchers, and other businesses. The Denver & Rio Grande Railroad built the first lines into the San Juan, Gunnison, and Colorado (Grand) River valleys between 1881 to 1883 and helped develop the towns of Grand Junction, Montrose, and Delta, among others. Rail connections to Steamboat Springs and Craig were slower to develop, however, given the isolation of the area and issues with winter snows. David Moffat's Denver, Northwestern & Pacific Railroad entered Steamboat in 1909. After Moffat's death in 1911, this railroad was bought by the Denver and Salt Lake, and it continued to its termination point to Craig in 1913.

In the Yampa River Valley, the Denver and Salt Lake Railroad stimulated coal mining, which required a reliable source of freight transportation. Coal deposits are located in the Yampa Valley west and south of Steamboat Springs, the Danforth Hills northwest of Meeker, and the Grand Hogback (near New Castle) north of Glenwood Springs. Oil and gas are found near Rangely and Craig, and oil shale has been a boom and bust commodity in the Pieance Basin, northeast of Grand Junction, since the turn of the twentieth century. While trains are still used to haul coal through the area, the industry became increasingly reliant on trucking after World War II and the improvement of the area's highways.

East of the Colorado Plateau, SH 40 traverses the Colorado Piedmont, a region defined geographically as the rolling hills and stream-laced valleys that lie to the east of the Front Range. This area contains both the most urbanized corridor in the state and also wide swaths of rural farm and ranchlands, with its history firmly rooted in the events that profoundly changed the region from the 1850s well into the twentieth century. Prehistorically the region was the hunting grounds of the Comanche, who were later pushed south by the Cheyenne and Arapahoe. By the 1850s sparse European-American settlement in the form of scattered farms and trading posts dotted the area around the South Platte River, with trails such as the Cherokee Trail crossing the plains and connecting with California-bound trails to the north. With the Pikes Peak Gold Rush, however, change was fast and intense. The urban core (Denver, Boulder, Golden) that became the metro Denver area sprang from commerce and transportation, i.e., the connection

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of the gold fields in the Rocky Mountains with the markets and cities to the east. The agricultural zone in the more rural northern area of the Piedmont grew from cultivation made possible by the fertile soils and readily available water in the area, which allowed settlers to readily feed the hungry markets of the urban core and the mountain mining camps (Wyckoff 1998:101-103).

Where US 40 runs through southeastern Colorado, historically the trails, highways, and rural roads that made up the transportation network facilitated travel through this sparsely-populated region and also made possible the transfer and distribution of the region's agricultural products. The Mountain Branch of the Santa Fe Trail was the earliest major east-west route through this region. Following the Arkansas and Purgatoire rivers, the Santa Fe Trail was the first commerce-based facilitator of non-indigenous settlement in Colorado. In 1878, when the Atchison, Topeka, and Santa Fe railroad was constructed through the region, it followed the Santa Fe Trail and remained as such until the 1920s highways such as former SH 100 (current US 160), the second major east-west route, and present-day US 287 and US 385, the major north-south arteries in this region, provided access to previously remote areas in the far southeastern corner of the state.

SH 40 was constructed in the early 1920s. It was an oil-surfaced road, mostly paved by the late 1930s and completely paved until 1950, when Rabbit Ears Pass near Steamboat Springs was paved. The highway was historically known as the Victory Highway, in honor of World War I veterans, when it was first constructed, and segments of it have carried other names over the years. The segment from Kit Carson to the Kansas state line is part of the High Plains Highway, and through the metro Denver area it is Colfax Avenue. East of Denver the road was used in early experiments in asphalt paving at a segment east of Denver by Fitzsimmons.

Segments of US 40 in Jefferson and Clear Creek Counties 5JF.2260 and 5CC.171 are associated with New Deal programs and the Public Works Administration (PWA), which reconstructed a segment of the road from 1936 to 1938 (Project #6007). Additionally, this segment was re-engineered in the late 1930s to meet new safety standards, and was one of only six highways in the state to receive this attention. This work included wider roadways and more shallow grades, as well as better sight distances and shallower curves. The segment of the highway through Mount Vernon Canyon in Jefferson County included guardrail and culvert designs that were technologically advanced for their time.

As Colfax Avenue, the segment of US 40 that crosses the metro Denver area has a long and storied history as an important route for early motorists, and was (and still is) lined with commercial establishments targeting the automobile tourist and traveler. Motor court motels and hotels line the highway on the east and west sides of town, and in some areas the original signs are still standing and are considered historically significant themselves. As well, in the center of the city Colfax curves around the City Beautiful landscape of the downtown Civic Center, passing the State Capitol as it runs east. It would be hard to identify a route more integral to the development of Denver in the 20th century than this one.

As it runs east from Denver through the farmlands of Adams, Arapahoe, Lincoln, and Cheyenne Counties, US 40 was used by farmers and ranchers to convey their goods and livestock to market centers, not only in smaller towns like Kit Carson and Cheyenne Wells but also the larger centers like Denver and those east of Colorado, like Hays, Kansas.

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

#### *Criterion A*

US 40 is an important example of an early and prominent project of the Colorado Highway Department (CHD). Known nationally as the Victory Highway in honor of the soldiers who fought in World War II, it was constructed to cross the width of the state, with PWA modifications in the late 1930s to segments between Steamboat Springs and Denver, and is associated with federal relief programs. Where the highway traverses Denver, it was one of the most important and well-traveled automobile routes through the city, and different periods of the city's development are still evident in the landscapes that line it. East of Denver it was an important farm-to-market route, connecting Denver with farms and ranches in the eastern plains. It also served this function in the northwestern part of the state, connecting livestock ranches with Denver and other market centers. For these reasons, as an Engineered Route, it possesses significance under Criterion A in the area of Transportation at the state level. Additionally, it is associated with a project (PWA project 6007) associated with federal relief programs and possesses significance under Criterion A in the area of Politics/Government.

#### *Criterion B*

Research did not reveal US 40 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*

A segment of US 40 in Jefferson and Clear Creek Counties is significant as an engineered route for its association with an effort by the CHD in the late 1930s to raise a small number of highways in the state to a new level of safety standards, with activities that included reconfiguring segments for better turn radii, improved sightlines, shallower grades and wider roads, as well as upgrades that included new technology in culverts and guardrails. For this reason, US 40 is significant as an engineered route under Criterion C in the area of Engineering at the local level.

#### *Criterion D*

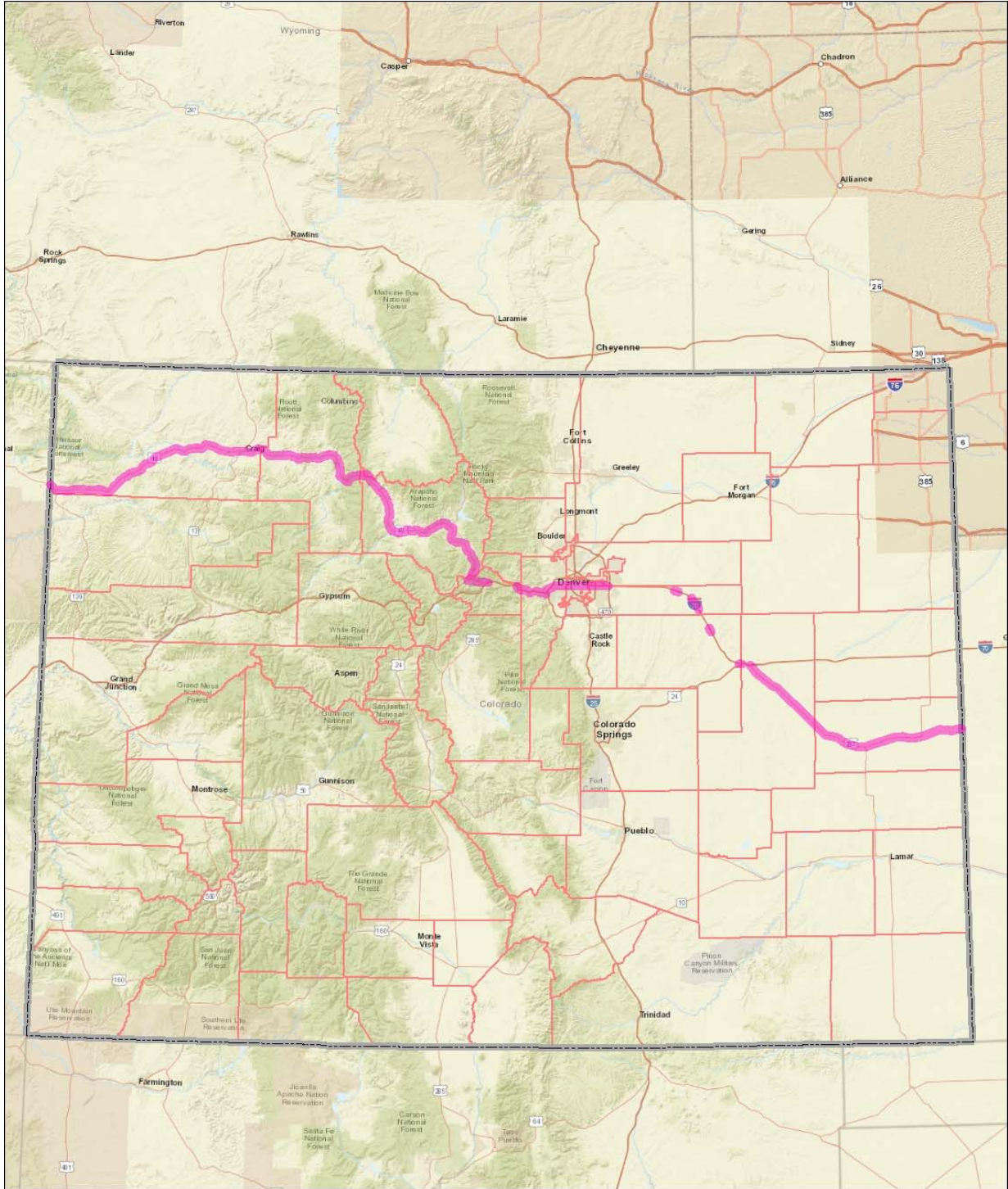
For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, US 40 is unlikely to yield 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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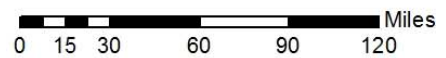
Highway Name: U.S. Highway (US) 40



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



- SH 40
- State Boundary
- County Boundary



**SH 40**



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