

**APPENDIX A – CHRONOLOGY OF HIGHWAY
DEVELOPMENT IN COLORADO**

- 15th c. -18th c.** Spanish venture from Mexico through the San Luis Valley and around San Juan Mountains
- c. 1820** Traders cut the Santa Fe Trail through the Arkansas Valley.
- 1859-1876** Stage lines, mining companies and private individuals invest and build toll roads across Colorado territory. Toll road construction continues until the end of the 19th century.
- 1899** On May 10, David Brunton takes the first ride on the streets of Denver and is remembered as the state’s first automobile owner.
- 1905** Colorado Good Roads Association formed in Denver.
- 1909** State Legislature created the first State Highway Commission. Three members appointed to Commission, taking their posts on January 1, 1910.
- 1910** C.P. Allen serves as the first Highway Commission chairman. City of Denver experiments with various road-surfacing materials along Speer Boulevard.
- 1913** Thomas J. Ehrhart appointed as first commissioner of the Colorado Highway Commission.
- 1916** Passage of the Federal Aid Highway Act provided federal matching funds for state highway projects. Wolf Creek Pass opened to traffic.
- 1917** State Legislature passed the Highway Act, reorganizing the Highway Commission into the State Highway Department and creating a State Highway Fund to distribute state and federal funds for the development and maintenance of the State Highway System.
- 1918** First concrete pavement laid in the state from Denver to Littleton along Santa Fe Drive.
- 1919** State Legislature approves first gasoline sales tax of a penny per gallon.
- 1921** Legislature repeals four-year-old Highway Act. New law creates the State Highway Department. Thomas J. Ehrhart ends term as commissioner. In May, Major L.D. Blauvelt appointed as State Highway Engineer.
- 1922** U.S. Bureau of Public Roads approved Colorado’s first federally aided road system, covering 3,332 miles.
- 1924** State completes “Million Dollar Highway,” or US 550, in Southwestern Colorado.

- 1927** Highest auto road in the world completed to the summit of Mt. Evans. Federal government establishes modern highway numbering system.
- 1930** On October 26, Major L.D. Blauvelt dies. In December, Charles D. Vail appointed State Highway Engineer.
- 1930s** Federal work projects help Colorado to construct and maintain state highway system. Asphalt surpasses concrete as the Highway Department's preferred road material.
- 1938** Colorado expands highway system to nearly 12,000 miles. Road over Berthoud Pass completed.
- 1939** Work on Monarch Pass completed.
- 1940** Original highway (US 6) over Vail Pass completed.
- 1944** The Federal Highway Act of 1944 authorized the Interstate Highway System.
- 1945** In January, Charles Vail dies. A.F. Hewitt serves as acting State Highway Engineer until 1946.
- 1946** After winning a court battle over the civil service examination, Mark U. Watrous begins term as State Highway Engineer.
- 1948** Work began on Denver's Valley Highway (I-25)
- 1950** Construction commences on the Denver-Boulder Turnpike.
- 1952** Denver-Boulder Turnpike opens.
- 1953** The State Legislature passes a new law reorganizing the Highway Department. Watrous' title from State Highway Engineer to Chief Engineer.
- 1956** Congress passes the Federal Interstate Highways Act. First mountain construction begins on the Floyd Hill-Idaho Springs complex of Interstate 70.
- 1957** U.S. Bureau of Public Roads approved the I-70 route designation west of Denver and into Utah.
- 1958** Valley Highway opens.
- 1963** In August, Watrous retired as Chief Engineer. Governor John A. Love appoints Charles E. Shumate to lead the Highway Department as Chief Engineer.

- 1964** Federal funding expands the Valley Highway (I-25) and I-70. I-70 opens to traffic.
- 1968** U.S. Secretary of Agriculture ordered alignment of Interstate 70 near Vail along the existing US 6 route. Reorganization of the Department makes Shumate Executive Director of the State Department of Highways.
- 1973** On March 8, the westbound bore of I-70's Eisenhower Memorial Tunnel dedicated.
- 1975** Charles Shumate retires as Executive Director. Jack Kinstlinger begins term as Executive Director.
- 1976** I-225 opens.
- 1978** On Vail Pass, state dedicates I-70's full four-lane configuration after five years of construction.
- 1979** Eastbound bore opened through Eisenhower Memorial Tunnel.
- 1980** Construction begins on I-70 through Glenwood Canyon.
- 1982** Joseph Dolan appointed as Executive Director, replacing Jack Kinstlinger.
- 1984** Accident on I-25/I-70 interchange grabs national attention.
- 1985-88** Construction of the first three phases of the Centennial Parkway (C-470).
- 1987** Work begins on reconstruction of I-25/I-70 interchange. Lowell B. Jackson assumes Executive Director's job replacing Joseph Dolan. Later in the year, A. Ray Chamberlin takes over from Jackson.
- 1991** Department of Highways becomes Colorado Department of Transportation.
- 1992** Twelve years of construction conclude on a 12-mile portion of Interstate 70 through Glenwood Canyon.
- 1994** Guillermo V. Vidal appointed as CDOT's executive director.
- 1999** Voters approve \$1.67 billion TREX project. Thomas E. Norton appointed as CDOT's executive director.

APPENDIX B – ANNOTATED BIBLIOGRAPHY

ANNOTATED BIBLIOGRAPHY

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- n.d. Through the Colorado Rockies: Interstate Colorado 70.
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Evans, Colorado.
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Headquarters, Right-of-Way Division, Box 7.
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interstate."*
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- 1977 Project FC 160-2(21), US 160 from South Fork to Wolf Creek Pass
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- 1981 Colorado Annual Highway & Transportation Report.
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- 1987 Annual Report.

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- 1923 "Concrete Paving Costs Reduced in Colorado." October: 11.
- 1923 "Fifty-three Projects Contracted." August: 1, 19.
- 1923 "Colorado Completes Record Mileage." December: 2,16.
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- 1925 "Thirty Road Jobs Under Contract." June-July: 4-5.
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- 1926 "Prairie Schooner, Texas Dogie, Motor Car." March: 9.
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- 1928 "News of the Month." October: 14.
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Curtis, Ross S.

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1977 "Yellowcake Spill: Who's to Blame?" October 9: 2

Elfin, Roxanne

1995 Field Survey Report, SH 93, Bridge Replacements.

Three resources, none applicable.

1995 Historical Resources Report of the I-70 West Corridor Major Investment Study.

Two resources identified. One National Historic Landmark District. One commercial district.

Engineering 470 Partnership

1988 E-470 Beltway Survey Report, Historic Resources

Eight eligible sites, nothing applicable.

Engleman, Craig A. and E. Kinzie Gordon

1979 Cultural Resource Inventory Report, Proposed Kipling Street Extension Project, Jefferson County, Colorado.

Paleontology resources only.

1980 Cultural Resources Inventory Report, Proposed North Sheridan Blvd. Expansion Project, Jefferson County.

Mention of Leyden Junction Overpass and the Overland Trail.

Euchner, Julie

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Only archaeological sites – none determined eligible.

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1999 Documentation of Kiowa Creek Bridge, 5AM1279
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- 2000 Documentation of Sand Creek Bridge
File also includes correspondence.
- Front Range Research Associates
1987a Survey Report E-470 Roadway Project I-25 North Interchange.
Project area: T 1S, R 68W, sec 10, 11. Eastlake Quadrangle. One resource identified, 5AM457 – a canal. Determined not eligible.
- 1987b Survey Report E-470 Roadway Project I-25 North Interchange.
Project area: T 1S, R 66W, sec 32. Brighton Quadrangle. Three sites identified 5AM466, Reasoner Farm, 5AM464 Burlington Northern RR tracks, 5AM465 Burlington ditch.

- 1987c Survey Report E-470 Roadway Project I-25 North Interchange.
Project area: T 3S, R 65W, Box Elder School Quadrangle. Two sites located (1 farm complex, 1 windmill). Both determined not eligible.
- 1987d Survey Report E-470 Roadway Project I-25 North Interchange.
Project area: T 6S, R 66W, sec 4, and 9. Parker Quadrangle. Identified two sites (1 farm complex, 1 possible cemetery) both determined not eligible.
- 1987e Survey Report E-470 Roadway Project I-25 North Interchange.
Project area: T 6S, R 67W, sec 2, and 3. Parker Quadrangle. Identified two farm complexes. Both determined not eligible.
- 1988 Survey Report E-470 Roadway Project I-25 North Interchange.
Project area: T 1S, R 67W Brighton Quadrangle. Identified five sites, all determined not eligible. Revised with one additional site – a railroad right-of-way, determined eligible.
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Typewritten description of parks system.
- Gambrill, K.M.
1981 Site Forms and Information on the Rooney Ranch, 5JF196
Just the ranch.
- Gardner, Jane
1988 “The Lariat Loop Road.” Historically Jeffco. Vol. 1, No. 1: Summer.
- Gilmore, Kevin P.
1990 Cultural Resource Investigations at 2 sites near Dowd Junction, Eagle County, Colorado.
Recorded only archaeological sites.
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1936 History of the Civilian Conservation Corps in Colorado. Denver: Press of the Western Newspaper Union.
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1978 Colorado Department of Highways Ineligible Bridge Form.
Lists the W 128th Ave. Bridge, structure No. E-16-KF, Project SOS 0012(4).
- 1979 Colorado Department of Highways Ineligible Bridge Form
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- 1979 Colorado Department of Highways Ineligible Bridge Form.
Lists the Big Dry Creek Bridge. Project SOS 0010(2).
- Hafen, Le Roy R.
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1990 Cultural Resources Study of the Twin Tunnels-East Project and Archaeological Testing of site 5CC389.
Archeological and non-relative sites.
- 1996 An Intensive Cultural Resources Survey of a Landslide Locality on US 40 East of Berthoud Pass, Clear Creek County, Colorado.
Re-evaluation of three previously recorded sites. 5CC171.1 US 40. 5CC585 a historic habitation site. 5CC6600.1 Empire and Middle Park Wagon Road (both roads addressed in another report – no info here).
- Height, Lewis W.
1932 “Ute Pass Project Built for Safety.” Colorado Highways. April: 4-5, 14.
- Held, Jonathan
2000 Empire Colorado: Drainage Improvements Project, Cultural Resource Survey.
Includes site forms for 13 resources, 2 structures (1 commercial/government, 1 school) determined eligible.
- 2000 First Street and US 287 in Loveland, Larimer County Colorado, Cultural Resource Survey.
None of the sites identified are applicable.
- 2000 US 24 Divided to Edlowe Road: Cultural Resource Survey.
Thirteen sites, nothing applicable.
- Herbst, Rebecca
1983 The History of City Ditch.
An agricultural resource.
- 1987 Survey Report Project 85-084-2, Speer Viaduct Replacement.
Five resources, none applicable.
- Herbst, Rebecca and Vicki Rottman
1990 Historic Survey Report project FC 085-2(36), Castle Rock to C-470, State Highway 85.
Fifteen sites identified. Two previously eligible, one a canal. Three eligible sites.

Hermesen Consultants

- 1995 Historical Resources Survey Report, Broadway Viaduct Replacement Project.
Multiple resources, most commercial.
- 1996 Historical Resources Survey Report, Alameda Parkway over the Hogback Alameda /
C478 Interchange.
Three sites, none applicable.
- 1996 Historic Resources Survey Report South Colorado Boulevard and East Alameda
Avenue Intersection Improvements.
No historic resources within the project area.
- 1998 Historic Resources Survey Report US 160 East side of Wolf Creek Pass.
The only site identified is a bridge.
- 1999 Southeast Corridor: I-25 from Broadway South to Lincoln Avenue.

Hermesen Consultants and FRASERdesign

- 1999 HAER No. CO-46, O'Brian Canal. HAER No. CO-45, Burlington Ditch. HAER No.
CO-47, Brantner Ditch.
*Folder includes multiple HAER Documentations. Three concern
irrigation canals / ditches.*

Hermesen, Gail M.

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No applicable sites identified.

Hoeft, Kathleen

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Johns Hopkins Press.

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Pass Highway. U.S. Bureau of Public Roads.

Jepson, Dan A.

- 1992 Field Investigations of Historic Stone Structure Sites in the Arkansas River Canyon,
Fremont County, Colorado.
No applicable sites identified.
- 1994 Archaeological Investigations at the Possible Site of Fort Junction, 5WL753.
Archaeological resources only.

- 1994 A Cultural Resource Survey of the State Highways 6 and 119 Intersection, Clear Creek, Gilpin and Jefferson Counties.
Two sites identified. Neither applicable.
- Johnson, Fred P.
1918 “Over the Hard Pan, Today and 38 Years Ago.” Colorado Highways Bulletin.
October: 9.
- Johnson, J.W.
1922 “Bituminous Pavements laid on Old Macadam Streets in Denver.” The American City. January: 20-22.
- Joyner, Kathryn L.
1988 Results of a Cultural Resource Inventory for the Proposed W 104th / US 36 Interchange, Jefferson County Colorado.
Six sites, nothing applicable.
- Kammer, David
1992 The Historic and Architectural Resources of Route 66 Through New Mexico. New Mexico Historic Preservation Division.
Context reviews the historical and social importance of Route 66 to New Mexico’s development.
- Killam, David and Marilyn Mortorano
1999 Cultural Resources Inventory of the Proposed 72nd Avenue Project for the city of Arvada.
One resource identified - a house.
- Killam, David and Thomas H. Simmons
1999 Draft Cultural Resources Inventory of the Proposed Washington Street Improvement Project.
Identifies railroad resources only.
- Larsen, Arthur J.
1966 The Development of the Minnesota Road System. Minnesota Historical Society.
Examination of Minnesota’s road development during the 19th century.
- Lennon, Thomas J.
1988 Cultural Resource Inventory of the Russellville Bridge Replacement Project.
Identifies two resources (existing bridge and previous bridge) both determined not eligible.
- Leonard, Stephen and Thomas J. Noel
1990 Denver: Mining Camp to Metropolis. Boulder, CO.: University Press of Colorado.

Lewis, Tom

- 1997 Divided Highways: Building the Interstate Highways, Transforming American Life. New York: Viking Press.
Anecdotal review of the greatest public works project in the nation's history – the Federal Interstate System.

Litvak, Dianna

- 1999 Historical Resources Survey Report, Elk Creek Fire House
The firehouse is the only resource identified.
- 1999 Historical Resources Survey Report, Evergreen State Highway 74 and County Highway 73
Five sites identified. 5JF2112 and 5JF2193 are WPA stone walls. Site forms included. Determined eligible and not impacted by the project.
- 1999 Historical Resources Survey Report, Woodmen Road Interchange.
Bridges and railroads only.
- 1999 Level II Recordation, WPA Bridges, Las Animas County, 5LA8592, 8593, 8594.

Lomond, Carole

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Primary resource for historic highway preservationists.
- McKibbin, Anne
 1999 Northwest Parkway: Intensive Cultural Resources Inventory in Boulder and Adams Counties
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- Mehls, Carol Drake, et al
 1997 A Class III Cultural Resource Inventory of US 160 W of Alamosa, Alamosa and Rio Grande Counties, Colorado.
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- Mehls, Steven F.
 2000 Historical Architectural Resources Study Along US 24 from Peterson Road to the Western Edge of Calhan County, Colorado, Vol. I.
Includes site 5EP3939, "Golden Belt Route Auto Highway," multiple other non-applicable sites.
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- Metcalf Archaeological Consultants, Inc.
 2000 Picketwire Loop Survey. Resource Number 51A9132.1.
Site survey of US 85 near the Trinidad city limits.
- Metcalf, Michael D.
 1995 A Reinvestigation of Historic Cultural Resources 5AH207, 5AH208, 5AH212, 5AH69 and the Early Cemetery at Parker County from the E-470 Realignment Project, Arapahoe County, Colorado.
- Miller, Lyle
 1999 Earliest Automobiling in Colorado: 1899-1904. Colorado Heritage. Autumn: 22-37.
- Moody, Ralph
 1963 The Oil Trails West. New York: Thomas Y. Crowell Co.
 1967 Stagecoach West. New York: Thomas Y. Crowell Co.

Montana Department of Transportation

1992 Roads to Romance: The Origins and Development of the Road and Trail System in Montana.

Montana's highway context available from Montana Department of Highways.

1993 Monuments Above the Water: Montana's Historic Highway Bridges, 1860-1956.

Companion to Roads to Romance, published a year later.

Moss, Ann

1988 National Register of Historic Places Registration form for Corwina, O'Fallon and Pence Parks.

Project involved relocating a bridge. Impacted Corwina Park.

Mutaw, Robert J. and Cheryl D. Eckhardt

1999 Lower Colfax Bridge Replacement Cultural Resources Survey, Denver County CO

No applicable resources.

No Author

n.d. A Brief History of the Ouray Tunnel and the Million Dollar Highway

n.d. Contracting information on Project M 5310(1), Bowles Ave.

No other information.

n.d. The Charles Plumb House in Greeley.

House only.

n.d. Cultural Resource Report for Historical Resources, Project FC 287-3(22).

Four sites identified, none applicable.

n.d. Historical Preliminary Assessment for Project M8603(1).

Three sites identified, all residences.

n.d. History of Mountain Parks. Denver Mountain Parks, box 1, file folder 41. Located in Denver Public Library, Western History Department.

n.d. Information on the closing of Natural Fort Rest Area.

Nothing applicable.

n.d. Minor widening to construct shoulders on existing SH 135.

Folder includes 13 site forms, mostly ranches and residences, one smelter.

1975 Survey Report I-70 Viaduct Replacement, Washington to Brighton Boulevard.

No applicable resources.

- 1979 Project RS 0146(5), South of Clifton Cultural Resource Report for Historical Resources.
One house and one agricultural canal identified.
- 1980 Research and Site forms on Project M 1030(1).
No relevant information.
- 1981 Cultural Resources Report for Historical Resources, Project FC 024-1(15).
Identifies 4 resources, 1 railroad, 2 houses, 1 warehouse.
- 1981 Information regarding 5AH134, Doerfer House and 5AH143, Willowcroft.
No applicable information.
- 1981 Information regarding Federal Air Project BRS 0149(9), SH 149, Seven Mile Bridge.
Includes engineering drawings and photos.
- 1982 Collected research materials and Draft Report on the Shoshone Hydroelectric Power plant complex.
No other information.
- 1982 Preliminary Cultural Resources Survey Report, Project FC 287-3(20), US 287 Lafayette Bypass.
Mention of 'Road of Remembrance' gateway. No site form included.
- 1983 Cultural Resource Report for Historic Resources Project F-RF040-3 (1), Berthoud Pass.
Information on the Berthoud Pass Ditch, potentially eligible.
- 1984 Preliminary Survey Report for Historical Resources, Project SR 0119 (28), SH 119, Junction SH 279 to Boulder County Line.
Sixteen sites noted, among them are the Moffat Road and the Golden Gate Toll Road.
- 1985 Adoption and Recordation information for Four Mile Bridge.
Information on Four Mile Bridge only.
- 1985 HAER Recordation No. CO-30-B, State Bridge, Del Norte vicinity, Rio Grande County.
Recordation only.
- 1985 Preliminary Case Report, Project BRO 0012(1), Baseline Rd.-Adams/Weld County Line, Baseline Bridge.
Info on bridge and offer for adoption and relocation.

- 1986 HAER No. CO-30-D, Baseline Bridge, Brighton Vicinity, Adams and Weld Counties.
HAER Documentation of Baseline Bridge.
- 1986 HAER NO. CO-30-E, Broadway Bridge, Broadway at Speer Boulevard.
Also includes report and research materials, MOA.
- 1986 HAER Recordation, CO-30-F, Hortense Bridge, Chalk Creek Bridge.
Includes a short history of the Denver South Park and Pacific Railroad Route.
- 1986 Information on relocation of State Bridge.
No further information.
- 1987 Collected information on Fifth Street Bridge.
Includes research and adoption advertisement and information, HAER documentation.
- 1987 Collected information on Hotchkiss Bridge Adoption and Relocation.
Includes advertisement for adoption/relocation.
- 1987 Documentation for Finding of Adverse Effect, Project CC 01-0033-01.
No useful information.
- 1987 Minutes from June 19, 1987 Meeting.
No cultural resources information.
- 1987 Survey Report Project BRF-071-1 (10), 7.1 miles south of SH 94.
Found no resources within the project area.
- 1988 HAER Recordation of Black Bridge, Mesa County, Colorado.
Included only the recordation and some relevant correspondence.
- 1988 HAER Recordation of Four Mile Bridge, County Road 42, Routt County, No. CO-60.
This recordation satisfies mitigation requirements.
- 1988 HAER Recordation of Nepesta Road Bridge.
Only the HAER recordation.
- 1989 HAER Recordation of Delta Bridge, US Highway 50, Delta County, No. CO-62.
Also includes adoption information.
- 1989 HAER Recordation of Trinidad and Linden Ave/Commercial Street Bridges.
Includes HAER recordation, correspondence and newspaper clippings.

- 1993 Collected information on Basalt of Buttermilk, FC 082-1(14).
Includes information on houses and barns only.
- 1994 Adoption information on Four Mile Bridge.
No other information.
- 1995 Highway 82 – Entrance to Aspen Project.
Ten sites identified, none applicable.
- 1995 Information on Glenwood Canyon Signage.
No cultural resources information.
- 1995 Information on restoration of Greeley Depot renovation project, STEM570 001
10846.
Nothing applicable.
- 1995 Survey Report, Monaco South of 96th Realignment.
Identified the Sprat Platte Ranch
- 1997 HABS No. CO-192, Snow White Cleaners and Laundry, 3043 W. Alameda Avenue.
Commercial structures only.
- 1997 HABS No. CO-193, Safeway, 3033 W. Alameda Avenue.
Commercial structure only.
- 1997 Request for task proposal and cost estimate, Re: SP0501-037, Whitewater East.
No relevant information.
- 1998 Collected information on Project CXFC 43-0024-21 and the Ouray Inn.
No effect on this historic building.
- 1998 Site form and research info on the Bijou Canal.
Agricultural resource.
- 2000 Historical Survey and Documentation of US 50 for the Delta North Project, Delta
County, Colorado.
No applicable sites or information.
- Noel, Thomas J.
1987 “Paving the Way to Colorado: The Evolution of Auto Tourism in Denver.” Journal
of the West. July: 42-9.
- Norgren, Barbara
1977 Historic Resources Survey Report: Idledale Bridge over Sawmill Gulch.
Evaluation of one bridge.

- 1982 Site Form 5DV696, Avoca (Molly Brown Summer Cottage).
Just the cottage.
- 1996 Berthoud Pass Highway Widening Project, Historical Resources Survey Report.
Eight sites, including Empire and Middle Park Wagon Road, Berthoud Pass Ditch, Berthoud Pass Road. Site forms included.
- 1996 Historic Resources Survey Report West 6th Ave. Viaducts Rehabilitation Project.
- Painter, Mary W, et al.
1999 Cultural Resource Investigations for the Proposed Broadway / I25 / Santa Fe / Alameda Interchange
Lots of resources, mostly residences, one railroad, nothing applicable.
- Pierce, George
1923 "Material Tests Protect Public." Colorado Highways. April 1923: 5-6, 18.
- Pikes Peak Ocean-to-Ocean Highway website
2001 <http://www.prairienet.org/us36>, accessed December 2001
Website dedicated to preserving the memory of the transcontinental auto highway.
- Pearce, Sally
n.d. The Story of the Lariat Loop Road.
- 1988 Cultural Resource Survey of State Highway 12.
Resources identified are architectural structures along the road, but a history of the road is included.
- 1988 Colorado Cultural Resource Survey Form, 5PA316, Santa Maria (camp).
- 1989 Colorado Inventory Form, Management Data Form, 5JF587 Hogback Road.
Site form for the road, but no additional information.
- 1989 Colorado Inventory Form for 5PA576.
Correspondence and form for a collapsed water tank associated with a railroad. Determined not eligible.
- 1990 Survey Report, 96th St. Interchange at US 36, Broomfield.
One resource identified – the railroad.
- 1990 Survey Report, CDOH Project Communications Site BRS 52-0096-12, East of State Highway 67.
Two sites identified, determined not eligible.

- 1991 Survey Report Project MP 43-0024-22, Bluebird Hill.
Identifies only the previously recorded Midland Railroad grade. Project has no effect on this resource.
- 1992 Survey Report, Project CX 11-0121-75, Wadsworth Boulevard, 58th to 64th
No applicable resources, just residences.
- 1993 5JF943, Avery Acres Mink Farm.
Site form for a mink farm on the El Rancho exit on I-70, proposed to use farm site as a fill area.
- Pearce, Sally and Chris Whitacre
- 1988 Historical Resource Survey of the Proposed Access Road to the Superconductor Super Collider Facility.
Forms for ten sites included. Four were irrigation canals recommended eligible.
- Philpott, William
- 1994 Visions of a Changing Vail: Fast Growth Fallout in a Colorado Resort Town. M.A. Thesis. University of Wisconsin-Madison.
Critical look at the changes brought to the Vail Valley by development and Interstate 70.
- Portland Cement Association
- 1952 Concrete Highways and Public Improvements
Detailed report on the materials used in the completion of the Denver-Boulder Turnpike.
- Randall, Roy F.
- 1922 “Drainage to Aid Better Roads.” Colorado Highways. August: 1, 12.
- Reef, Wallis M.
- 1961 “Scenic Interstate 70 Now Being Fashioned in Colorado.” Rocky Mountain Construction. June 12: 16-9.
- Ridgway, Arthur
- 1932 “The Mission of Colorado Toll Roads.” Colorado Magazine. September: 161-9.
- Retrospect
- 1999 Evaluation of Historic Buildings and Structures for the SH 24 / Pike’s Peak Highway Improvement Project
Twelve sites identified, 4 eligible, none applicable.

Rocky Mountain Contractor

Regional trade publication with a strong editorial slant toward highway development in Colorado.

- 1937 "Engineering Section." February 24.
- 1937 "Maintenance of Colorado Roads." October 13: 7-8.
- 1938 "Monarch Pass Bids Asked." October 12: 6.
- 1939 "Highway Guard Rails Prevent Accidents." May 10: 11.
- 1940 "WPA Road and Bridge Operations in Colorado." March 27: 8.
- 1941 "Something Old . . . Something New – A Pictorial of Colorado Highways." January 8: 22-3.
- 1941 "Historic Road to Be Rebuilt." September 10: 6-7.
- 1941 "Travel on Colorado Highways Increases During 1941." September 10: 8.

Rocky Mountain Construction

Successor to Rocky Mountain Contractor.

- 1957 "\$68.8 million Budget for Colorado Roads." June 15: N-2.
- 1959 "Colorado Road Budget." June 15: N-4-N-18.
- 1960 "Governor Signs \$60 Million Colorado Road Budget." June 20: N-12.
- 1961 "Colorado Road Budget." June 12: N-4-N-16.
- 1961 "Contracts." September 4: 8.
- 1963 "Colorado Road Building Budget Signed by Governor." June 11: N-2-N-8.
- 1968 "The Manitou By-Pass Project on US 24." June 4: 26-27.

Rocky Mountain News

- 1939 "Stone and Cement Set to Guard Bear Creek Road." May 28: 2.
- 1966 "Georgetown Fights to Get Access Road." July 16: 30.
- 1966 "Road Widening Termed Critical Need." October 3: 37.

- 1992 “12-year Traffic Jam Ends at Last.” October 15: 10.
- 1993 “Sign of the Times: ‘Evergreen Parkway’ Exit Signals Growth.” May 16: 34-A.
- 1993 “Last Stretch of Interstate 76 Opens Today.” September 15: 4-A.
- Root, James E.
n.d. Staff Bridge design worksheet, Miner St. No. 1.
No cultural resource information includes engineering, photos, drawings, etc.
- Rottman, Vicki
1980 No title.
Six site forms, all residences.
- 1982 HABS, Littleton Denver and Rio Grande Western Depot.
Nothing applicable.
- Royster, David M.
1975 Historical Survey Assessment M 5302(1), (2), M 7026(1), Alameda Ave. Colorado Blvd to Havana.
Five sites, nothing applicable.
- Salek, Matthew
2001 The Highways of Colorado website, <http://www.mesalek.com/highways>, accessed December 2001.
- 2001 US Interstate Highways in Colorado website, <http://www.mesalek.com/colo/us-inter.html>, accessed December 2001.
- Seely, Bruce E.
1987 Building the American Highway System. Philadelphia: Temple University Press.
Scholarly approach to the story of the funding, construction, and federal-state partnership that built the nation’s interstate system.
- Science Applications International Corporation
1999 Review of the Sugnet (1998) Technical Report: Historic Resources
11 resources identified. None applicable.
- Schader, Conrad F.
1996 Glenwood Canyon: From Origin to Interstate. Golden, CO.: Regio Alta Publications.

Schweigert, Kurt P.

- 2002 Yellowcake Legacy: The Department of Energy Grand Junction Office in War and Peace, 1943-2001. Prepared for the U.S. Department of Energy, Grand Junction Office.
Department of Energy sponsored examination of the Grand Junction facility that played a role in developing the atomic bomb.

Scott, Glenn R.

- 1999 Historic Trail Map of the Denver 1° X 2° Quadrangle, Central Colorado. U.S. Department of the Interior: Denver.
One in a series of detailed USGS maps featuring Colorado's earliest trails.

Simmons, Laurie R. and Thomas H. Simmons

- 1998 Historical Resources Survey Interstate 25 / State Highway 85, Double County Colorado. IM 0252-317.
11 resources identified. None applicable.

Simmons, Laurie R., et. al.

- 1997 Historic Resources Survey, County Line Road, Arapahoe and Douglas Counties.
Identifies five resources, none applicable.

- 1999 Historic Resources Survey, Towner to North Avondale Junction Union Pacific / Missouri Pacific Railroad.
Railroad resources only.

Sprague, Marshall

- 1964 The Great Gates: The Story of the Rocky Mountain Passes. Boston: Little, Brown and Company.

Steel, Larry

- n.d. Information and site form on 5WL768, POW Camp Site
Nothing applicable.

Strobridge, Truman B. (comp.)

- 1962 Preliminary Inventory of the Records of the Bureau of Public Roads. Washington, D.C.: National Archives and Records Service, General Services Administration.
Finding aid for Record Group in the National Archives.

Sugnet and Associates

- 1998 Historical Resource Survey Minor Improvements SH 34, Deerfield to Weld - Morgan County Line.
Identifies one canal and Deerfield site.

Tate, Marcia J.
1999 A Cultural Resources Inventory for the Gilman Electric Substation, Eagle County, Colorado.
Identifies one substation.

Tate, Michael L.
1999 The Frontier Army in the Settlement of the West. Norman, OK.: University of Oklahoma Press.

Taylor, Ralph C.
1923 “Pueblo County Highways.” Colorado Highways. August: 8-9.

1927 “The Santa Fe Trail.” Colorado Highways. March: 8-9.

1927 “Future Colorado Paving Plans.” Colorado Highways. August: 4-5.

Thomas, Thomas A.
1996 Roads to a Troubled Future: Transportation and Transformation in Colorado’s Interstate Highway Corridors in the Nineteenth and Twentieth Centuries. University of Colorado-Boulder: M.A. Thesis.
Unflinching examination of the politics behind building the state’s highways.

Tracy, Ralph N.
1937 “Colorado First Uses Multiple Type Culverts on Mount Vernon Highway.” Rocky Mountain Contractor. November 10: 10-11.

U.S. Department of the Interior
1995 National Register of Historic Places. Registration Form for Starbuck Park.

U.S. Department of Commerce
1961 Bureau of Public Roads - Intermediate Construction Inspection Report – Huerfano and Las Animas Counties. October 3. Located in Record Group 30 – Records of Bureau of Public Roads, File FV-10 Construction 5-148 (63) I-25-1 (33) 27, Box 1. National Archives – Rocky Mountain Region, Denver.
Example of the weekly progress report filed by the BPR during the construction of I-25 through southern Colorado.

U.S. Department of Transportation
1971 Federal Highway Administration, Draft Environmental State Project I-70-2 (11): 2.

University of Denver
1940 Financing Highways in Colorado. University of Denver Reports, v. 16, no.1. Business Study No. 96.
A review of the Department of Highways asphalt program of the 1930s.

- Waddell, Karen
 1987 I-70 Through Glenwood Canyon, Colorado: A Case Study.
Historical information on the canyon.
- Watrous, Mark U.
 1946 "Colorado's Highway Problems." Rocky Mountain Contractor. July: 13-4.
- Whittaker, John S.
 1919 "Common Drainage Problems." Colorado Highways Bulletin. February: 13, 21.
- Wiley, Marion C.
 1976 The High Road.
Bicentennial project of the Division of Highways, State of Colorado.
- Weimer, Monica M. Bargielski
 1998 Class III Cultural Resources Inventory of the Ecology Park Trail Project Area,
 Fremont County, Colorado.
Identifies irrigation and mining resources.
- Weiser, William
 1924 "Official Outlines Road Policy." Colorado Highways. April: 6-7.
- Williams, W.M.
 1937(a) "Construction is Being Pushed to Complete Highway Thru Southwestern Colorado."
Rocky Mountain Contractor. June 9: 8-9.
- 1937(b) "Highway Department Makes Steady Progress on Highway Program." Rocky
 Mountain Contractor. July 14: 17-8.
- 1945 "To Chas. D. Vail, Colorado Highway Builder." Rocky Mountain Contractor.
 January: 29-30.
- Wolfe, Mark
 1999 "How the Lincoln Highway Snubbed Colorado." Colorado Heritage. Autumn: 2-21.
*Article tells the little-known story of how bad roads and misunderstandings put
 Colorado off the Lincoln Highway.*
- Workers of the Writers' Program of the Works Progress Administration in the State of Colorado
 (comp.)
 1987 *The WPA Guide to 1930s Colorado* (rev.) University Press of Kansas Lawrence, KS.
*Reprint of original 1937 WPA guide to Colorado's history, economies, and tourist
 sites.*
- Zahn, J.E.
 1922 "Along the Victory Highway." Colorado Highways. June: 10-1.

Zier, Christian J. et al

1993 An Archaeological and Historical Survey of the Interstate 76-120th Avenue Interchange, Adams County Colorado.
No applicable resources – mostly archaeological.

Ziemke, Laura

2000 Colorado Cultural Resource Survey Management Data Form 5DA1548.1, Arapahoe Canal.
Site forms and additional information.

2000 Cultural Resource Re-evaluation Form, 5DA600.2, Highline Canal.

**APPENDIX C: COMPILED INFORMATION – COLORADO HIGHWAY
SYSTEM**

C1: Colorado Routes of 1919

Colorado’s contemporary highway system traces its origin to May 1923, when it received approval by the Colorado Highway Advisory Board. Today’s system—a holdover from that era—follows no obvious numerical paradigm. In fact, some routes on this chart include an “s” suffix, without appearing to mean “spur” or “south,” or sharing any link to a “parent” route. This chart lists the Highway Commission’s first attempt at road numbering from 1919.

Source: *Map of State Highways of Colorado*, issued by the State Highway Commission, printed by Clason Map Company, July 1919; held at the Western History Department, Denver Public Library.

Route	Alignment
1	Golden-Denver (via 44 th Avenue?)
1s	Denver-Parker-Franktown-Jct. Route 8 north of Colorado Springs
2	Denver-Broomfield-Longmont-Fort Collins-Wellington-Wyoming
3	Denver-Littleton-Sedalia-Perry Park-Palmer Lake-Jct. Route 8
3s	Greeley-Nunn-Wyoming
4	Colorado Springs-Fountain-Pueblo
5	Cañon City-Pueblo-Vineland-Avondale-Fowler-Rocky Ford-La Junta
5s	Stratton-Yuma
6	La Junta-Lamar-Granada-Bristol-Holly-Kansas
6s	Burlington-Wray
7	Jct. Route 8 south of Longmont-Dacono-Fort Lupton-Wiggins-Brush Spur from Route 7 south of Bennett-Denver
7s	Jct. Route 8s southwest of Silver Cliff-Beulah-Pueblo
8	Colorado Springs-Palmer Lake-Castle Rock-Franktown-Kiowa; Projected from Kiowa-River Bend
8s	Silver Cliff-Wetmore-Pueblo
9	Brush-Sterling-Julesburg
9s	Projected Bristol-Sheridan Lake-Cheyenne Wells; Cheyenne Wells-Burlington
10	Glenn Springs-Wolcott-Red Cliff-Leadville
10s	Jct. Route 36-Center-Hooper-Alamosa
11	Utah-Mack-Grand Junction-up Plateau Creek-DeBeque-Rifle-Glenwood Springs
11s	Estes Park-Lyons-Boulder
12	Grand Junction-Delta-Montrose
12s	Lyons-Longmont
13	Montrose-Ouray-Silverton-Durango-New Mexico

14	Utah due east-Cortez-Durango
14s	Drake-Berthoud-Campion-Johnstown-Jct. Route 49
15	Durango-Pagosa Springs-Summitville-Estrella
15s	Jefferson-Tarryall-Lake George
16	New Mexico-Alamosa-Blanca-La Veta-Walsenburg
16s	Divide-Deckers-Sedalia
17	Dillon-Leadville-Buena Vista-Salida
17s	Jct. Route 6 west of Lamar-Eads-Kit Carson
18	Buena Vista-Hartsel-Florrisant-Colorado Springs
18s	Karval-Hugo-Genoa
19	New Mexico-San Luis-Fort Garland
19s	Flagler-Thurmann-Akron; Projected from Akron-Atwood
20	Utah-Paradox-Naturita-Montrose-Gunnison
20s	Projected from Rocky Ford-Ordway-Limon; Limon-Brush
21	Sulphur Springs-Berthoud Pass-Golden (not via Clear Creek Canyon) Spur west to Georgetown
21s	Monument-Eastonville-Peyton
22 (1)	Arboles north to Jct. Route 15
22 (2)	Salida-Cañon City-Florence-Penrose-Colorado Springs
23	Sterling then east, north, east-Fleming-Haxtun-Holyoke-Nebraska
23s	Jct. Route 27 west of Morrison-Fort Logan-Englewood
24	Loveland-Greeley-Dearfield-Goodrich-Weldona-Fort Morgan
24s	Wray-Holyoke-Julesburg
25	Glenwood Springs-Aspen-Twin Lakes
25s	Projected from Jct. Route 33s east of Two Buttes-Granada
26	Pueblo-Walsenburg-Trinidad-New Mexico
26s	Projected from Two Buttes-Carleton
27	El Rancho-Evergreen-Morrison-Denver
27s	Projected from Haswell-Boyero-Thurman
28	Gunnison-Salida
28s	Projected from Kit Carson-Seibert-Hyde; Hyde-Otis north to Jct. Route 23
29	Trinidad-La Junta
29s	Yuma-Haxtun
30	Colorado Springs-Calhan-Limon-Seibert-Burlington-Kansas
30s	Projected from Jct. Route 34-Vilas-Stonington-Jct. Route 2s

31s	Gateway-Whitewater
32	Limon-Hugo-Kit Carson-Cheyenne Wells-Kansas
32s	Projected from La Jara-La Sauses-San Luis
33	Fowler-Olney Springs-Ordway-Eads-Sheridan Lake-Kansas
33s	Projected from Jct. Route 34 at the Prowers/Baca County line-Two Buttes-Jct. Route 2s
34	Oklahoma-Springfield-Lamar
35	Jct. Route 18 west of Hartsel-Fairplay-Bailey-Morrison
36	Poncha Springs-Sagauche-Monte Vista-Jct. Route 15 west of Estrella Spur from Sagauche-Parlin
37	Texas Creek-Silver Cliff-Cañon City-Cripple Creek-Divide
38	Iola-Lake City-Creede-South Fork-Del Norte-Alamosa
39	Wolcott-State Bridge-Radium-Hot Sulphur Springs
40	Steamboat Springs-Phippsburg-State Bridge Spur-Toponas-Jct. Route 47 north of Kremmling
41	Utah-Craig-Steamboat Springs
42	Dinosaur-Rangely-Meeker-Craig-Wyoming Spur south-Rifle
43	Steamboat Springs-Rabbit Ears Pass-Walden-Rand-Granby
44	Naturia-Norwood-Placerville-Telluride Spur Placerville-Ridgeway
45	Cortez-Dolores-Rico-Telluride Spur Dolores-Norwood
46 (1)	Delta-Hotchkiss-Sapinero
46 (2)	Jct. Route 15 near Summitville via Rio Conejos-Jct. Route 67 west of Conejos
47	Rabbit Ears Pass-Troublesome-Dillion-Breckenridge-Fairplay-Hartsel
48	Silverton-Jct. Route 38 southwest of Creede
49	Denver-Brighton-Greeley
50	Wyoming-Cowdrey-Walden via Red Feather Lakes-Fort Collins
51	Granby-Rocky Mountain National Park-Estes Park-Loveland
52	Steamboat Springs-Columbine-Wyoming
53	Colorado Springs-Ellicot-Rush-Kutch-Boyero
54	Idaho Springs-Central City-Nederland-Boulder
55	Beshoar Junction-Trinchera-New Mexico
58	Rollinsville-Lyeden-Arvada-Denver
59	Adams City-Hudson
60	Jct. Route 15 northeast of Pagosa Springs-South Fork
62	Central City-Blackhawk-Golden Gate-Golden-Denver via Colfax Ave.

63	Hotchkiss-Somerset-Kebler Pass-Crested Butte-Gunnison
64	Bardine (current Somerset Reservoir)-Carbondale
65	Jct. Route 46 east of Delta-Cedaredge-Collbran-Jct. Route 11
66	Fort Collins-Timnath-Eaton-Galeton-Cornish-Briggsdale-Buckingham-Sterling
67	Pagosa Springs-Chromo-New Mexico, through New Mexico-Cumbres-Jct. Route 46 east of Conejos
68	Del Norte-Jct. Route 36 south of Sagauche
69	Silver Cliff-Gardner-Walsenburg
70	Trinidad-Stonewall; Projected Stonewall-La Veta
73	Projected Evergreen-Conifer
74	Projected Virginia Dale-Livermore
76	Projected Cripple Creek-Colorado Springs
77	Projected Cripple Creek-Florence
78	Projected Cripple Creek-Florissant
79	Dolores via Dolores River-Cedar-Norwood
81	Projected Stonewall-New Mexico
82	Projected from Jct. Route 9 northeast of sterling-Nebraska
85	Projected Colorado Springs-Jct. Route 21s west of Eastonville
86	Projected Jct. Route 85 due east-Falcon
87	Littleton-Denver(via Broadway?)
88	Littleton-Jct. Route 1s (via Broadway?)
89 (1)	Projected Falcon-Jct. Route 21s west of Eastonville
89 (2)	Projected Pueblo-Baxter-Olney Springs
97	Projected Nucla-Delta

C2: Scheme for Colorado State Highways, Federal Aid System, May 14, 1923

In May 1923, the Colorado Highway Advisory Board renumbered the state's highways under Commission Resolution A-65. Subsequent changes took place on November 25, 1923, January 15, 1924 and January 1, 1937. The State Highway Department added nearly 2,700 miles to the State Highway System on April 22, 1938. In 1953 reorganization returned those miles back to the counties. In November, the Commission adopted a numbering scheme where the lowest U.S. number on the route is the State Highway number. For example, since 1968 in Department files and documents, Interstate-25 is referred to as State Highway 25. (Source: Colorado State Archives, "Transportation," Box 48036, File: Maps of Colorado, 1922-23).

- No. 1 Main North and South road beginning at the Wyoming State Line, on the road between Cheyenne and Fort Collins, and extending southerly via Fort Collins, Denver, Colorado Springs, Pueblo, Trinidad, to the New Mexico State Line on the route to Santa Fe.

- No. 2 Northerly route across the state beginning at the Nebraska State Line near Julesburg, extending westerly through Sterling, Fort Morgan, Greeley, Denver, Rifle Range, Vernon Canon, Idaho Springs, Berthoud Pass, Granby, Sulfur Springs, Craig, to the Utah State Line on the road to Vernal.

- No. 3 Wyoming State Line on the Cheyenne Road, south to Greeley via Nunn and Eaton.

- No. 4 Beginning at the Kansas State Line on the Colby road, westerly though Burlington, Limon, Colorado Springs, Lake George, Trout Creek Pass, Buena Vista, Tennessee Pass, Red Cliff, Wolcott, Glenwood Springs, Grand Junction, and westward to the Utah State Line on the Price Road.

- No. 5 Beginning at Bulger on Road No. 1, extending eastward through Carr to connection with Road No. 3.

- No. 6 Beginning at the Kansas State Line, east of Holly, and extending westerly through Holly, Lamar, La Junta, Pueblo, Canon City, Salida, Monarch Pass, Gunnison, Montrose, to junction with Road No. 4 at Grand Junction.

- No. 7 Beginning at junction with Road No. 1, north of Lafayette, extending westerly on what is known as the Arapahoe Road to Boulder, thence northerly to Lyons, westerly to Allens Park, and northerly to Estes Park.

- No. 8 Beginning at Antero Junction on Road No. 4, extending northerly through Fairplay, Jefferson, Conifer, Morrison, Denver, Bennett, Deertrail, Limon, Hugo, Kit Carson, Cheyenne wells, eastward to Kansas State Line on the Salina Road.

- No. 9 Kremmling via Dillon, Breckenridge, Hoosier Pass Fairplay, to Hartsel.

- No. 10 Beginning at Walsenburg, westerly via La Veta Pass, Alamosa, Del Norte, South Fork, Wolf Creek Pass, Pagosa Springs, Durango, Cortez, Dolores, and northwesterly to the Utah State Line on the Monticello Road.
- No. 11 Kremmling to Wolcott via State Bridge.
- No. 12 La Junta via Thatcher and Trinidad to connection with Road No. 111, at Stonewall.
- No. 13 Rifle northerly via Meeker and Craig to Wyoming State Line on the Wamsutter Road.
- No. 14 Nebraska State Line east of Holyoke, westerly through Haxtun, Sterling, New Raymer, Briggsdale, Fort Collins, Poudre Valley, Cameron Pass, Walden, to connection with Road No. 2, at Muddy Pass.
- No. 15 Buena Vista southerly via Salida, westerly on Road No. 8 to Ponche Junction, southerly via Ponche Pass, Mineral Hot Springs, Saguache, over the Gunbarrel Road to Monte Vista, and southerly and easterly via La Jara to San Luis.
- No. 16 Beginning at Granby, northerly through Grand Lake, Fall River Road through Rocky Mountain National Park, Estes Park, Loveland, to Greeley.
- No. 17 Beginning at Mineral Hot Springs on Road No. 15, southerly via Hooper, Alamosa, La Jara, Antonito, Cumbres Pass, Chama, New Mexico; Chromo, to junction with Road No. 10, at Pagosa Springs.
- No. 18
- No. 19 Montrose via Ouray, Silverton, Durango, to New Mexico State Line on the Gallup Road.
- No. 20-49 No. 20 to No. 49 inclusive, reserved for Federal Aid Projects.
- No. 50 Monument easterly via Eastonville to connection with Road No. 4 at Peyton.
- No. 51 Julesburg via Holyoke, Wray, Idalia, Burlington, Cheyenne Wells, Sheridan Lake, Stonington, to Kansas State Line on the Road to Guymon.
- No. 52 Beginning at New Raymer, via Fort Morgan, Wiggins, Hudson, Fort Lupton, westward to junction with Road No. 1.
- No. 53 Beginning at junction with State Highway No. 51, south of Wray, via Beecher Island Battle Ground, to connection with State Highway No. 4, near Kanorado.

- No. 54 Beginning at the Nebraska State Line east of Wray, extending west via Wray, Yuma, Akron to Brush.
- No. 55 Near Beshoar Junction running southeasterly via Trinchera, Branson, to New Mexico State Line on the road to Clayton.
- No. 56 Beginning at junction west of Berthoud, extending northwesterly via Pinewood to junction with Road No. 16 near Drake.
- No. 57 From Stratton on State Highway No. 4 north to connection with No. 102.
- No. 58 Denver on 44th Ave., via Golden and Guy Hill to junction with Road 110, north of Central City.
- No. 59 From Colorado State Line north of Sedgwick, southerly via Haxtun, Yuma, to junction with State Highway No. 102; thence westerly coinciding with No. 102 for about six miles; thence southerly through Siebert, Kit Carson, Eads, Lamar, and Springfield, to Oklahoma State Line, on the road to Boise City.
- No. 60 Platteville via Dent, Johnstown, Welty, to junction with Road No. 1, near Campion.
- No. 61 Beginning at junction on Road No. 14, about 10 miles east of Sterling; thence South via Otis to junction with road No. 102, near Arickaree.
- No. 62 Ridgeway to Placerville.
- No. 63 Atwood on Road No. 2 southerly through Akron, Attiba, Boyero, to connection with Road No. 96, at Haswell.
- No. 64 Meeker down White River via Rangeley, to Utah State Line
- No. 65 From junction with Road 92, near Delta, via Cedaredge, Grand Mesa, and Collbran to junction with Road No. 4, at Mesa.
- No. 66 Longmont via Lyons and North St. Vrain to Estes Park.
- No. 67 Wetmore on Road No. 96, northerly via Florance, Cripple Creek, Divide, Deckers, Jarre Canon to Salida.
- No. 68 Beginning at Rifle Range, on Route No. 2, via Golden and Lookout Mountain, to connection with Route No. 2, at the end of the Mount Vernon Canon Road.
- No. 69 Walsenburg northwesterly via Gardner and Silver Cliff to Texas Creek, via No. 6.

- No. 70 Petersburg westerly via Fort Logan and Cowan to junction with No. 8.
- No. 71 Rocky Ford northerly though Ordway, Limon, to junction with Road No. 52, south of Brush.
- No. 72 Denver via Arvada, Leyden and Pinecliff, to junction with Road 119, north of Rollinsville.
- No. 73 Evergreen to Conifer junction.
- No. 74 Morrison via Evergreen and Bergen Park to Echo Lake.
- No. 75 Federal Boulevard south from Alameda Ave., to connection with No. 70.
- No. 76 Pueblo via Beulah to connection with No. 96, near McKinzie Ranch.
- No. 77 Lake George via Tarryall to Jefferson.
- No. 78 Wheeler to Red Cliff, via Shrine Pass.
- No. 79 Bennett northerly to connection with Road No. 52.
- No. 80 Redvale westward via mouth of Disappointment Creek and Slick Rock Hill to connection with Road No.10, above Dove Creek.
- No. 81 Sand Creek junction with Road No. 2, near Denver, northeasterly to connection with Road No. 52, near Hudson.
- No. 82 Junction on Road No. 4, near Twin Lakes, via Independence Pass, Aspen, Basalt, Bryant to Glenwood Springs.
- No. 83 Denver southerly via Melvin, Parker, Franktown, Cherry, to connection with Road No. 1, near Sommers.
- No. 84 Toponas via Gore Range to connection with Road No. 2.
- No. 85 Colorado Springs northeasterly to junction with Road No. 50.
- No. 86 Castle Rock easterly via Franktown, then southerly coinciding with Road No. 83 for about three miles; thence easterly via Kiowa to junction with No. 8 at River Bend.
- No. 87 Broadway at Denver city limits, south and then west to Littleton.
- No. 88 Junction on No. 83, near Melvin, westerly to connection with 87, near Littleton.

- No. 89 Junction on Road No. 6, near Holly, south to junction with Road No. 51, near Stonington.
- No. 90 Montrose via Naturita, westward to Utah State Line on the Moab Road.
- No. 91 Junction on Road No. 2, near Empire, via Georgetown, Silver Plume, Loveland Pass, Dillon, Wheeler, Fremont Pass, to Leadville.
- No. 92 Sapinero over Black Mesa via Hotchkiss to Delta.
- No. 93 Hog Back Road, Morrison to Golden.
- No. 94 From Junction with Road No. 4, east of Colorado Springs, eastward to Boyero.
- No. 95 Sheridan Boulevard beginning at 48th Ave. at junction with Road No. 58, and extending south to connection with No. 70.
- No. 96 Silver Cliff over North Hardscrabble Road via Pueblo, Boone, Ordway, Eads, Sheridan Lake, to Kansas State Line.
- No. 97 Delta southwesterly via Nucla to connection with Road No. 90, near Naturita.
- No. 98 Evergreen to Bendemeer.
- No. 99 San Acacio south via Jarosa, to New Mexico State Line on the Taos Road.
- No. 100 Beginning near Trinchera (Branson) on Road No. 55; thence northerly and easterly via Kim and Springfield to junction with Road No. 51, near Stonington.
- No. 101 Las Animas southerly to connection with Road No. 100, west of Springfield.
- No. 102 Strasburg east via Cope and Idallia to Kansas State Line.
- No. 103 Mt. Evans Road; Idaho Springs via Echo Lake and Mt. Evans to junction with Road No. 8, near Schaefers.
- No. 104 Junction on Road No. 4, near Leadville, to Basalt via Ivanhoe-Busk Tunnel.
- No. 105 Sedalia via Perry Park to Palmer Lake.
- No. 106 Cortez southerly to Ute Indian Reservation.
- No. 107 Wiggins northerly to connection with Road No. 2.
- No. 108 Telluride to connection with No. 145, near Vance Junction.

- No. 109 Genoa southerly through Hugo, continuing southerly to township lines between townships 15 and 16.
- No. 110 Silverton over Stony Pass East to junction with Road No. 149.
- No. 111 La Veta southerly via Stonewall to New Mexico State Line.
- No. 112 Hooper westward via Center to connection with Road No. 10 at Del Norte.
- No. 113 Beginning at junction on Road No. 2, north of Sterling, extending northerly through Windsor and Peetz to Nebraska State Line on the Sidney Road.
- No. 114 Saguache to Parlin via Cochetopa Pass.
- No. 115 Colorado Springs to junction with Road No. 6 near Penrose.
- No. 116 Beginning at junction on Road No. 59, near Verdun; thence easterly and southerly to connection with Road No. 51, east of Two Buttes.
- No. 117 Carlton southerly to connection with Road No. 51.
- No. 118 From Road No. 89, at Buckeye, Baca County, east $4\frac{3}{4}$ miles to Colorado State Line, thence north $1\frac{1}{2}$ miles along Colorado State Line.
- No. 119 Idaho Springs via Central City, Rollinsville, Nederland, to Boulder.
- No. 120 Canon City east to connection with Road No. 67.
- No. 121 Wadsworth Ave. Arvada, to Broomfield.
- No. 122 Cripple Creek to Colorado Springs.
- No. 123 Belleview Junction on Road No. 14, northerly to Colorado State Line on the Tie Siding Road.
- No. 124
- No. 125 Granby via Willow Pass and Walden to Pinkhampton.
- No. 126
- No. 127 Beginning at the Wyoming State Line, near Wyocolo, via Camp and Pinkhampton; thence up the north Platte River to the Wyoming State Line on the Rawlins Road.
- No. 128

- No. 129 Steamboat Springs northerly to the Wyoming State Line on the Wamsutter Road.
- No. 130
- No. 131 State Bridge via Toponas to Junction with Road No. 2, near Sidney.
- No. 132
- No. 133 Bardine via McClure Pass to junction with Road No. 82, near Bryant.
- No. 134
- No. 135 Gunnison Via Crested Butte, Somerset, to Hotchkiss.
- No. 136
- No. 137 Flagler north and west to connection with Road No. 63, near Thurmond.
- No. 138
- No. 139 Fruita to Rangeley.
- No. 140
- No. 141 Whitewater southwesterly via Gateway, the Dolores Basin, and the San Miguel, to connection with Road No. 90.
- No. 142
- No. 143 Silver Cliff via Canon City and Cripple Creek to Florissant.

C3: U.S. Highways in Colorado

Since 1923, Colorado has had its own numbering system for auto highways. By 1927, the Bureau of Public Roads instituted a national number that has crowded Colorado road maps to this day. This list provides the US Route number, State Highways the US route shared and additional comments on the highway itself.

(Source: US, Interstate Hwys in Colorado website, <http://www.mesalek.com/colo/us-inter.html>).

U.S. Route	Dates Existed in Colorado	State Highways Run On	Notes
6	1932-Present	4 UT-Leadville 91 Leadville-Empire (Later 78 Vail Pass) 2 Empire-Denver 81 Denver-Wiggins 2 Wiggins-Sterling (Later 2 Denver-Sterling) 14 Sterling-NE	Extended west to Denver in 1932 as part of Roosevelt Coast-to-Coast Highway, taking over US 38. Extended west from Denver in 1937. Routed over Vail Pass 1942.
24	1936-Present	4	Extended west from Kansas to Limon over US40N, 40S Limon to Grand Jct. Truncated at I-70 1976.
34	1939-Present	16 Granby-Wiggins 2 Wiggins-Brush 54 Brush-NE	Took over former route of US 38 Greeley to Brush. Other sections were previously not a US Hwy.
36	1930-Present	66 Deer Ridge Jct.-Lyons 7 Lyons-Boulder 2 Denver-Boulder 102 Byers-KS	Extended west to Denver 1930. Up newly free Denver-Boulder Turnpike to Estes Park to Deer Ridge Jct. ca. 1978.
CO US 38	1927-1932	2 Greeley-Sterling 14 Sterling-NE	Deleted in favor of US 6.
138	1927-Present	2	Used to touch US 38 at Sterling.
40	1927-Present	2 UT-Denver 8 Denver-KS	No major changes west of Limon. Originally US 40N east of that.
CO US 40N	1927-1936	4 Limon-KS	West end Limon.
CO US 40S	1927-1936	4 Grand Jct.-Limon 8 Limon-KS	West end did not touch US 40. Renumbered as US 24.

CO US 340	Never		Originally proposed as part of 1926 system, but rejected in favor of US 40N.
46	Never		Originally proposed as part of 1926 system, but rejected in favor of US 40S.
50	1927-Present	4 UT-Grand Jct. 6 Grand Jct.-KS	No major changes, except for Pueblo Bypass
350	1927-Present	12	No major changes
CO US 450	1927-1936	10 UT-Walsenburg	Renumbered in favor of extended US 160.
550	1927-Present	19	South end originally Durango. Extended south 1935.
CO US 650	1927-1936	15 Buena Vista-Salida	Route taken over by new US 285.
160	1934-Present	10 UT-Walsenburg 55 Trinidad-Branson 100 Branson-Springfield 116/118 US 287-KS (later 100 Trinidad-KS)	Extended west from Kansas. KS-Trinidad formerly not a US Hwy. Took over US 450 Walsenburg-UT (current 666). Realigned to Four Corners over US 164 in 1970.
CO US 560	Never		Originally proposed as part of 1926 system. Rejected in favor of US 666.
164	ca. 1966-1970	40?	Deleted in favor of realigned US 160. Route was formerly not a US Hwy.
666	1927-Present	106 NM-Cortez	North end originally Cortez. Extended northwest 1970. Don't let the number frighten you.
84	1939-Present	17 NM-Pagosa Springs	Originally northward into CO on US 666, end Cortez. Routed ca. 1942.
85	1927-Present	1 NM-Denver 2 Denver-Greeley 3 Greeley-WY (later 3 Denver-WY)	No major changes, except for I-25
CO US 285	1927-1936	1 Denver-Ft. Collins 14 Ft. Collins-Ted's Place 123 Ted's Place-WY	Deleted in favor of extended US 87 and new US 287.

285	1936-Present	17 NM-Alamosa (later 163 NM-Antonito) 10 Alamosa-Del Norte 15 Del Norte-Buena Vista 8 Buena Vista-Denver	Route (except for US 650) formerly not a US Hwy. Used to take CO 17 into NM. Rerouted Salida-Buena Vista (CO 291) ca. 1952. North end used current CO 8/Alameda Ave. to downtown. Realigned to Hampden Ave. expressway in 1960s. Ended at Havana/Colfax, truncated at I-25 ca. 1977.
385	1957-Present	51 Granada-Julesburg 166 US 138-NE	North of Granada, formerly not a US Hwy.
87	1936-Present	1 NM-WY (later 185 Castle Rock-WY)	No major changes south of Denver. Used current US 287/CO 1 Denver-WY at first (taking over Old US 285 Denver-Ft. Collins), rerouted to current I-25 ca. 1942. Today, non-existent due to I-25.
CO US 187	Never		Would have used CO 13 southward from WY border. Shown on 1938 Texaco map, but nothing else.
287	1936-Present	59 OK-Kit Carson	Took over Old US 285. South end originally Fort Collins. Extended southeast to OK ca. 1938.
400	ca. 1992-Present		Congressional High Priority Corridor.

C3 (con't): Colorado Interstate Highways

Interstate Route	US Highway Alignment	Date Completed	Notes
25	85-87 NM-Castle Rock 87 Castle Rock-WV	1967 (Wellington)	Major artery of Front Range Corridor. CDOT continually playing catch-up to increasing traffic on it.
225		1974 (Parker Rd. to I-25)	Inner east Denver beltway, serves east suburbs.
70	6 UT-Denver 40-287 Denver-Limon 24 Limon-KS	1992 (Glenwood Canyon)	Originally planned to have west end in Denver. Extended west during planning in 1950s. Main route over mountains via Eisenhower Tunnel.
270		ca. 1969	Serves Stapleton Airport, industrial areas in Commerce City.
470		If built, would have been completed late 1980s to early 1990s.	Proposed late 1960s as southwest bypass, also to serve fast-growing suburban area. Removed 1976 due to air quality/land use concerns, funding transferred to other projects. CO 470 built in its place.
76	6 Denver-Wiggins 6-34 Wiggins-Brush 6 Brush-Sterling 138 Sterling-NE	1994 (Barr Lake)	First existed as I-80S. One of two 1-76s in the US Main route for transcontinental travel Chicago-Los Angeles.
80S	Same as I-76		Renumbered to I-76 in 1975, to conform to AASHTO's guidelines

C4: Colorado's Federal Aid System Estimated Budget, 1933

Franklin D. Roosevelt's New Deal ushered in the first major Federal work program in the nation's history. In the summer of 1933, Department of Highways staff prepared a list of Colorado highways in need of repair for State Highway Engineer's Charles Vail review. The list also included secondary routes to "provide work in every county in the state." (Source: Colorado State Archives, "Transportation." Box 48038. File: NRM, 1933-34).

APPROXIMATE ESTIMATE FOR BUDGET TO COMPLETE SYSTEM OF HIGHWAYS AS OUTLINED

North-South Highway US 85 and US 285

<i>Pueblo South-296-F (paving)</i>	7.5 miles	180,000
<i>Pueblo South-1 (paving)</i>	13.9 miles	556,000
<i>Pueblo South to Walsenburg (paving)</i>	13.7 miles	548,000
<i>Walsenburg South Underpass (paving)</i>	12 miles	300,000
<i>Walsenburg South Underpass (paving)</i>		40,000
<i>South of Starkville (paving)</i>	11 miles	<u>440,000</u>
		\$ 2,064,000.00
 <i>Ault North to State Line</i>	 30 miles	 <u>750,000</u>
		\$ 2,814,000.00

US 6 Greeley to State Line via Sterling and Holyoke

<i>Brush east and overhead paving</i>	5 miles	185,000
<i>Marine and overhead paving</i>	5 miles	60,000
<i>Paoli to State Line grading</i>	26 miles	195,000
<i>Fleming to State Line (oiling)</i>	50 miles	<u>275,000</u>
		\$ 715,000.00

US 138

<i>East Sterling paving</i>	41 miles	1,230,000
 <i>Riverbend-Limon to 134-G</i>	 34 miles	 680,000
<i>West of Seibert (oiling)</i>	18 miles	90,000
<i>Overhead east of Limon</i>		<u>40,000</u>
		\$ 81,000.00

South 40 Kit Carson-Limon-Peyton

<i>Oiling</i>	83 miles	\$ 1,414,000.00
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US 50 Pueblo East to State Line

<i>Paving</i>	92.5 miles	\$ 2,312,000.00
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US 350 La Junta-Trinidad

Base Surface	70.6 miles	700,000
Oiling	85.5 miles	<u>1,046,000</u>
		\$ 1,746,000.00

Road 16 Greeley-Loveland

Oiling		100,000
Loveland west (oiling)	9.5 miles	48,000
Thompson Canon (grading/oiling)	19 miles	<u>760,000</u>
		\$ 908,000.00

US 40 Denver West

Bergen Park-Idaho Springs-Utah Line		
Grading and Base Course		1,310,000
Oiling top course		<u>1,150,000</u>
		\$ 2,460,000.00

Road 8 Denver-Fairplay-Antero Jct.

Surfaced and oiled	60 miles	\$ 1,020,000.00
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Road 4 Colorado Springs, Antero Jct.

Antero Jct.-Buena Vista	80 miles	1,200,000
US 50 Pueblo-Salida surface/oiling	75 miles	1,575,000
US 650 Salida-Buena Vista oiling	22 miles	110,000
US 405 Buena Vista North grading/oiling	7 miles	140,000
US 405 North of Buena Vista oiling	14 miles	70,000
US 405 South of Malta oiling	7.5 miles	150,000
US 405 South of Leadville oiling	6 miles	30,000
Leadville-Grand Jct. oiling	17 miles	\$ 340,000.00
Nedcliff-Grand Jct.-State Line		
Oiling and grade separations	180 miles	<u>1,685,000</u>
		\$ 41,000,000.00

Road 13 Rifle, Meeker-Craig-WY State Line

Grading and base course		1,005,000
Oiling	135 miles	<u>675,000</u>
		\$ 1,680,000.00

Road 6 Salida-Montrose

Base Surface and grading	23.5 miles	470,000
Oiling top course	112.3 miles	<u>551,000</u>
		\$ 1,021,000.00

<u>Road 6 Montrose Delta</u>		
Surface and oiling	16 miles	320,000
Delta Grand Jct. surface and oiling	21 miles	462,000
Oiling F.A. Projects on above	29 miles	<u>145,000</u>
		\$ 927,000.00

<u>US 160 Walsenburg-Cortez</u>		
Base surface	78.4 miles	1,176,000
Oil processing	273 miles	1,365,000
Road 106 Cortez South oiling	29 miles	145,000
Road 19 Durango South oiling	16.5 miles	<u>82,000</u>
		\$ 2,768,000.00

<u>Road 15 Poncha Pass-Saguache, Monte Vista</u>		
Base Course	64 miles	960,000
Oil processing	76 miles	<u>380,000</u>
		\$ 1,340,000.00

<u>Road 159 Ft. Garland-NM State Line</u>		
Base course	19 miles	385,000
Oil processing	35 miles	<u>175,000</u>
		\$ 560,000.00

<u>US 550 Montrose-Ouray</u>		
Base course	31.5 miles	\$ 787,000.00

<u>US 550 Ouray-Durango</u>		
Base course	50.5 miles	505,000
Montrose-Durango oiling	111.8 miles	<u>559,000</u>
		\$ 1,851,000.00

<u>Road 11 Kremmling-Wolcott</u>		
Grading and surfacing	41 miles	1,236,000
Oil processing	41 miles	<u>206,000</u>
		\$ 1,442,000.00

<u>Road 10 Cortez-Dove Creek State Line</u>		
Grading and surfacing	57.8 miles	867,000
Oil processing	57.8 miles	<u>289,000</u>
		\$ 1,156,000.00

<u>Road 80 Dove Creek-Naturita</u>		
<i>Grading and surfacing</i>	63 miles	945,000
<i>Oil processing</i>	63 miles	<u>315,000</u>
		\$ 1,260,000.00

<u>Road 16 Granby-Grand Lake</u>		
<i>Grading and surfacing</i>	14.2 miles	142,000
<i>Oil processing</i>		<u>70,000</u>
		\$ 212,000.00

<u>Fairplay-Breckenridge Road 9</u>		
<i>Grading and surfacing</i>	24 miles	240,000
<i>Oil processing</i>		<u>120,000</u>
		\$ 360,000.00

<u>Lamar-Springfield</u>		
<i>Grading and surfacing</i>	47 miles	376,000
<i>Oil processing</i>	51 miles	<u>255,000</u>
		\$ 631,000.00

TOTAL FOR STATE ON FEDERAL AID SYSTEM (2128 MILES)		36,691,000
<u>ADDITIONAL IMPROVEMENTS</u>		
<u>NOT ON FEDERAL AID SYSTEM</u>		

<u>Road 54 Brush-Wray-State Line</u>		
<i>Grading and surfacing</i>	75 miles	600,000
<i>Oil processing</i>	92 miles	<u>460,000</u>
		\$ 1,060,000.00

<u>Road 96 Fowler-Ordway-Eads-State Line</u>		
<i>Grading and surfacing</i>	115 miles	575,000
<i>Oiling</i>		<u>345,000</u>
		\$ 920,000.00

<u>Road 125 Granby-Walden-WY State Line</u>		
<i>Grading and surfacing</i>	56 miles	560,000
<i>Oiling</i>		<u>224,000</u>
		\$ 784,000.00

<u>Road 121 Broomfield, South to Road 8</u>		
Grading and surfacing	17 miles	136,000
Oiling		85,000
Bridge		<u>30,000</u>
		\$ 251,000.00

<u>Road 83 Denver SE</u>		
Grading and surfacing	11 miles	110,000
Bridges		35,000
Oiling		<u>55,000</u>
		\$ 200,000.00

<u>Road 83 Douglas County</u>		
Grading and surfacing	35 miles	280,000
Oiling		140,000
3 Bridge		<u>40,000</u>
		\$ 460,000.00

<u>Road 82 Aspen-west</u>		
Grading and surfacing	20 miles	260,000
Oiling	28 miles	114,000
Bridge		<u>50,000</u>
		\$ 424,000.00

<u>Road 69 Custer County</u>		
Grading and surfacing	31 miles	310,000
Oiling		<u>124,000</u>
		\$ 434,000.00

<u>Road 119 Gilpin County</u>		
Grading and surfacing	18 miles	216,000
Oiling		<u>90,000</u>
		\$ 306,000.00

<u>Road 119 Boulder County</u>		
Grading and surfacing	18 miles	216,000
Oiling		<u>90,000</u>
		\$ 306,000

<u>Road 149 Hinsdale County</u>		
Grading and surfacing	48.6 miles	243,000
Oiling		145,000
Bridges		<u>50,000</u>
		\$ 438,000.00

• Total improvements outside federal aid system: \$5,583,000
• Grand Total – Federal Aid System and other state highways: \$42,274,000

Expenditures for Road Construction and Maintenance in Colorado, 1915-1930				
Year	Expending by the State (Including Federal Aid)	Expending by the Counties	Federal Aid Allotments	Total Expenditure
1915	212,597	2,386,000		2,598,597
1916	623,133	2,814,000		3,437,133
1917	720,994	1,664,421	83,690	2,385,415
1918	1,174,974	2,463,232	167,380	3,638,206
1919	1,555,559	2,919,938	1,124,848	4,475,497
1920	3,896,945	4,427,609	1,648,384	8,324,554
1921	4,053,853	6,230,778	1,755,758	10,284,631
1922	6,735,882	6,108,260	1,341,175	12,884,142
1923	5,453,446	5,131,802	1,341,175	10,585,248
1924	5,664,567	5,905,217	1,183,041	11,569,784
1925	4,587,089	5,423,975	1,361,482	10,011,064
1926	4,809,052	4,847,531	1,385,547	9,656,583
1927	4,164,805	5,467,000	1,380,384	9,631,805
1928	5,916,002	5,839,162	1,376,520	11,755,164
1929	5,769,234	5,501,625	1,383,401	11,270,859
1930	6,202,202		1,388,755	

C6: Colorado Federal Aid Projects, 1916 to 1921

The years 1916 to 1921 saw the first large-scale involvement of the Federal government in nationwide road building. Colorado benefited from more than \$6 million of worth of construction projects over that five-year period. The accompanying chart lists the specific details of those projects (Source: Colorado State Archives, Box 51231, File: Data – 1922).

FA#	Roadway	Total Cost	Miles	% Comp. by 12/1/20	Preliminary Survey	Construction Engineering	Character of Improvement	Contract Let	Contract Finished
1	Denver-Littleton	82,860.61	3.95	100		5,550.94	Concrete	12/22/17	12/21/18
2	Pueblo-Trinidad	699,294.22	64.12	84	7,861.19	51,666.62	Gravel Sur.	5/14/19	
3	Granite-Twin Lake	63,645.57	8.94	100	370.00	6,051.52	Gr. & Dr.	10/21/18	10/1/20
4	Rifle-Meeker	119,167.32	21	95	891.51	11,267.16	Gravel Sur.	9/30/18	
6	Lamar-Springfield	24,689.71	3.13	100	255.35	1,899.29	Gravel Sur.	8/5/18	6/20/19
7	Norwood-Paradox	32,887.24	2.1	100	2,463.92	3,628.15	Gr. & Dr.	8/15/19	5/1/20
9	Big Thompson Canon	311,636.57	19.01	100	3,355.10	18,104.26	Gr. & Dr.	9/1/19	5/31/20
10	Brighton Road	43,982.45	1.79	100	924.90	3,946.11	Concrete	8/10/19	7/31/20
11	Wray-Idalia	28,712.65	7.5	37	2,730.79	1,757.80	Gr. & Dr.	9/15/20	
12	Greeley-south	31,028.09	0.89	100	599.02	1,850.13	Concrete	8/18/19	11/26/19
13	Boulder-east	14,226.91	0.42	100	330.79	944.12	Concrete	10/8/19	6/4/20
14	Longmont-south	24,878.48	0.5	100	433.42	2,951.86	Concrete	10/1/19	5/23/20
15	Sterling-east	25,353.78	0.65	100	299.66	898.69	Concrete	5/10/20	10/13/20
16	Ft. Morgan-Brush	11,143.26	0.45	100	686.59	1,410.77	Concrete	8/4/19	11/1/19
17	Colo.Spgs.N.-Husted	57,774.27	2.34	100	699.96	4,529.49	Gr. & Dr.	10/22/19	8/14/20
18	Pueblo-east	59,580.58	1.71	100	914.87	2,674.86	Concrete	8/16/19	11/29/19
21	Rocky Ford-east	18,759.32	0.41	100	851.19	1,530.69	Concrete	3/24/20	7/21/20
22	La Junta-west	17,866.58	0.41		437.36	223.41	Concrete		
23	Delta-south	78,572.11	5.86	85	912.03	1,865.42	Gravel Sur.	5/20/20	
24	Ft. Garland-San Luis	22,421.20	5.88	100	1,901.02	1,782.32	Gravel Sur.	9/10/19	3/15/20
27	Grand Jc.-East	12,352.78	0.27	100	456.97	1,611.64	Concrete	3/15/20	7/15/20
28	Summit Co. road	44,754.76	2.09	9	1,292.66	1,603.11	Gr. & Dr.	9/1/20	

FA#	Roadway	Total Cost	Miles	% Comp. by 12/1/20	Preliminary Survey	Construction Engineering	Character of Improvement	Contract Let	Contract Finished
30	Denver-Morrison	71,143.57	0.98		2,143.58		Concrete		8/31/20
31	Denver-Hospital	44,539.26	1.16	91	935.61	3,131.04	Concrete	5/29/20	
36	Longmont-south	47,175.47	1.18		568.20		Concrete		
37	Boulder-east	47,750.97	0.81	81	326.84	2,470.64	Concrete	3/25/20	
38	Ft. Morgan-Brush	102,879.16	2.13		163.52		Concrete		
39	Akron-Brush	48,166.38	5.91		1,534.41		Gravel Sur.		
40	Wray-Shramm	31,545.73	3.5		1,654.88		Gravel Sur.		
41	Merino Bridge	87,900.04	0.31	46	130.79	2,050.78	Concrete Br.	5/1/20	
43	Burlington-north	76,851.40	18.05	100	3,724.38	9,198.01	Gr. & Dr.	3/19/20	11/5/20
47	Colo.Spgs.-Canon City	38,947.96	1.18		730.55		Gravel Sur.		
51	Cheyenne Wells-north	54,345.86	4.89		1,622.80		Gravel Sur.		
52	Victor-Cripple Creek	25,283.38	4.88		1,654.90		Gr. & Dr.		
54	Buena Vista-Divide	113,665.76	5.1		2,890.26		Gr. & Dr.		
55	Peyton-Ramah	65,679.87	6.63		1,095.93		Gravel Sur.		
57	Lamar-north	51,952.93	1.39	100	695.59	2,239.14	Concrete	10/23/19	5/22/20
58	Granada-E.&W.	52,712.48	3.13	34	3,229.84	1,908.15	Gravel Sur.	8/12/20	
59	Las Animas-east	118,783.23	9.9	12	2,537.68	2,462.93	Gravel Sur.	8/17/20	
60	La Junta-west	17,318.76	0.41		79.01	541.95	Concrete		
61	Rocky Ford-east	17,759.91	0.41	100	231.56	1,725.88	Concrete	3/24/20	7/14/20
62	Manazola-west	28,823.40	0.83	100	308.18	2,361.34	Concrete	6/21/20	10/18/20
63	Fowler-east	26,927.75	0.68	11	434.25	1,371.81	Concrete	9/27/20	
64	Ft. Garland-San Luis	28,457.16	7.83	79	362.32	4,110.36	Gravel Sur.	5/31/20	
65	Silverton-Ouray	68,636.46	1.16	31	860.57	858.4	Gr. & Dr.	5/9/20	
66	Naturita-Norwood	49,968.25	4.03		443.23		Gr. & Dr.		
68	Monte Vista-Saguache	87,368.07	11.36	51	1,033.75	3,944.56	Gravel Sur.	7/22/20	
71	Durango-Mancos	100,000.00	8		4,461.25		Gr. & Dr.		
75	Kremmling-north	34,469.19	6.85		5,182.63		Gr. & Dr.		

FA#	Roadway	Total Cost	Miles	% Comp. by 12/1/20	Preliminary Survey	Construction Engineering	Character of Improvement	Contract Let	Contract Finished
80	SteamBoat Springs N.	70,106.11	6.63	11	6,569.46	604.95	Gr. & Dr.	10/4/20	
81	Vernon Canon	35,527.07	1.72	56	1,393.77		Gr. & Dr.		
82	Denver- Morrison	83,015.49	2.02	61	360.77	2,905.78	Concrete	6/2/20	
83	Littleton-south	109,467.15	2.71		676.44	3,822.14	Concrete	6/29/20	
85	Ft. Collins-south	58,004.80	1.3	100	40.85		Concrete		
86	Loveland-south	54,477.37	1.35		383.73	2,521.92	Concrete	6/20/20	11/30/20
87	Boulder-east	58,928.52	1.33		1,007.98		Concrete		
88	Longmont-south	59,186.83	1.32		1,211.13		Concrete		
89	Brighton-N. & S.	177,633.71	4.41		1,650.21		Concrete		
91	Trinidad-Hohne	88,669.29	5.65	85	2,000.14	5,002.98	Gravel Sur.	4/2/20	
92	Huerfano Bridge	126,187.71	0.09	29	963.37	1,834.43	Concrete Br.	4/22/20	
94	Canon City-Col. Spngs	39,891.43	1.52		1,785.78		Gravel Sur.		
96	La Junta-west	78,791.60	1.51		2,515.40		Concrete		
97	Lamar-E. & W.	84,985.64	8.88		2,337.80		Gravel Sur.		
100	Del Norte-Saguache	35,985.04	3.13		937.49		Gr. & Dr.		
101	Bayfield-Dyke	53,458.39	4.09		2,611.55		Gr. & Dr.		
102	Silverton-Ouray	60,800.00	1.05		32.56		Gr. & Dr.		
103	Norwood-Placerville	29,531.30	5		468.70		Gr. & Dr.		
104	Montrose-Delta Bridge	50,000.00	0.8				Bridge		
106	Steamboat-east	30,908.21	1.36	42	2,945.28	1,520.19	Gravel Sur.	8/30/20	
107	Craig-Maybell	60,617.17	3.97		1,628.45		Gravel Sur.		
109	Gr. Junction-Fruita	69,474.62	0.96	100	1,108.15	2,531.29	Concrete	8/16/20	11/30/20
111	Limon-east	97,072.06	9.88		1,953.54		Gravel Sur.		
112	Lake George-west	28,902.29	0.91		704.45		Gravel Sur.		
113	Salida-south	69,474.62	4.5		1,685.99		Gr. & Dr.		
116	Colo. Spgs.-north	105,159.07	4.44		1,874.87		Gr. & Dr.		

FA#	Roadway	Total Cost	Miles	% Comp. by 12/1/20	Preliminary Survey	Construction Engineering	Character of Improvement	Contract Let	Contract Finished
118	Colo. Spgs.-Broadmoor	141,208.30	2.76	49	899.88	2,826.23	Concrete	9/6/20	
119	Saguache-Chochetopa	54,770.37	8.24		2,491.55		Gr. & Dr.		
120	Berkely-Arvada	60,023.76	1.27		459.33		Concrete		
122	Julesburg-west	69,575.06	8.5		1,372.31		Gravel Sur.		
123	Glenwood Grand Canon	154,141.9	6.9	7	4,045.2	3,209.9	Gr. & D	7/14/20	
124	Alamosa River Bridge	14,856.95	0.01		129.93		Bridge		
125	Saperino-Cimmaron	90,000.00	2.82		1,622.37		Gr. & Dr.		
126	Dolores-Cortez	45,529.62	3.14		1,147.71		Gravel Sur.		
127	Limon-west	55,392.67	2.73		2,777.67		Gravel Sur.		
128	End F. A. #- north	18,796.74	1.8		1,454.24		Gravel Sur.		
	94 PROJECTS	6,681,660.31	410.58		145,807.16	230,746.44			

STATISTICS:

TOTAL PROJECTS: 94

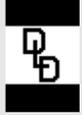
TOTAL COST: \$6,681,660.31

TOTAL MILEAGE: 410.58

C7: Marked Motor Trails in Colorado

Before the nation's highways received their numerical designation from the Federal government, auto enthusiasts constructed and named roads with their own unique set of signage in the days before exit ramps, mile markers and rest stops. The accompanying chart lists many of the motor trails that went through Colorado. In most states, the identification markers were painted on telephone poles and fence posts by members of the individual highway association. However, on Colorado's Eastern Plains, miles without poles and posts made the drive all the more challenging. (Source: Auto Trails Map State of Colorado, Rand McNally, dist. by Continental Oil Co., 1923. Located at Western History Department, Denver Public Library, Denver; Motor Trails in Colorado web site, <http://www.mesalek.com/colo/trails.html>.)

Trail	Marker	Routing in Colorado	Nationally	Notes
Albert Pike Hwy.	NA	KS-Lamar-La Junta-Rocky Ford-Avondale-Pueblo-Colorado Springs-Palmer Lake-Sedalia-Littleton-Denver	Southeast to Hot Springs, AR	
Black Hills Loop Hwy.		Iliff-Peetz-NE	North to Lead, SD	
Buffalo Hwy.		NM-Trinidad-Walsenburg-Pueblo-Colorado Springs-Palmer Lake-Sedalia-Littleton-Denver-Broomfield-Longmont-Fort Collins-Wellington-WY	South to Amarillo, North to Glacier National Park	
Burlington Hwy.		Greeley-Orchard-Weldona-Fort Morgan-Brush-Akron-Wray-NE	East to Colbertson, NE	
Colorado to Gulf Hwy.		NM-Trinidad-Walsenburg-Pueblo-Colorado Springs-Palmer Lake-Sedalia-Denver	Southeast to Galveston Branch to Brownsville	

Dallas-Canadian-Denver Hwy.		OK-Stonington-Springfield-Lamar-La Junta-Pueblo-Colorado Springs-Monument-Larkspur-Castle Rock ALT via Blaine, Two Buttes	Southeast to Galveston	Canadian refers to Canadian, TX
Denver-Black Hills Hwy.		Denver-Brighton-Greeley-Purcell-Briggsdale-Hereford-WY	North to Hot Springs, SD	
Denver-Deadwood		??-WY	Unknown	In the map body it appears to start at Cheyenne
Detroit-Lincoln-Denver Hwy.		Denver-Hudson-Prospect Valley-Wiggins-Fort Morgan-Brush-Merino-Atwood-Sterling-Haxtun-Holyoke-NE	East to Detroit	
Golden Belt Route		Limon-Burlington-KS	East to St. Louis	
Gulf Plains and Canada	NA	Granada-Cheyenne Wells-Burlington-Wray-Holyoke-Julesburg-NE	Wayside, NE	
Kansas-Colorado Blvd.		Pueblo-Baxter-Ordway-Eads-Sheridan Lake-KS	East to Kansas City, KS	
Midland Trail		UT-Grand Junction-De Beque-Glenwood Springs-Wolcott-State Bridge-Kremmling-Fraser-Georgetown-Golden-Denver-Bennett-Limon-Burlington-KS	East to Norfolk, VA, west to Los Angeles, branch to San Francisco	

National Old Trails Route		NM-Trinidad-La Junta-Lamar-KS ALT via Walsenburg to Rocky Ford	East to Baltimore, west to Los Angeles	
National Park-to-Park Hwy.		NM-Durango-Pagosa Springs-Del Norte-Center-Saguache-Salida-Cañon City-Pueblo-Colorado Springs-Monument-Larkspur-Castle Rock-Denver-Lafayette-Boulder-Lyons-Allenspark-Estes Park-Drake-Masonville-Fort Collins-Wellington-WY	Loop throughout the West following a circuitous route	
National White Way		Colorado Springs-Limon-Burlington-KS	East to Chicago	
New Santa Fe Trail		NM-Trinidad-La Junta-Lamar-KS	Unknown	
Old Santa Fe Trail		NM-Trinidad-Walsenburg-Pueblo-Avondale-La Junta-Lamar-KS	Unknown	
Pikes Peak Ocean-to-Ocean Hwy. (Pershing Transport Route)		UT-Grand Junction-De Beque-Glenwood Springs-Aspen-Buena Vista-Woodland Park-Colorado Springs-Limon-Burlington-KS ALT via Wolcott, Leadville	East to New York, west to Los Angeles	
Plains Mountains Hwy.		Stonewall-Trinidad-Beshoar-Junction-Trinchera-Branson-Kim-Springfield-	Unknown	

		Two Buttes-KS		
Powder River Trail		Colorado Springs-Palmer Lake-Sedalia-Denver-Broomfield-Longmont-Fort Collins-Wellington-WY	Unknown	
Rainbow Route		Grand Junction-Delta-Montrose-Gunnison-Salida-Cañon City-Pueblo		
Rocky Mountain Hwy.		Denver-Longmont-Fort Collins-Laporte-Virginia Dale-WY-(Current SH 127)-(Current SH 125)-WY	Northwest to Yellowstone National Park	
Spanish Trail		Cortez-Durango-Pagosa Springs-Del Norte-Alamosa-Walsenburg		
Union Pacific Hwy.		Denver-Bennett-Limon-Kit Carson-Cheyenne Wells-KS	East to Kansas City, KS	
Victory Hwy.		UT-Craig-Steamboat Springs-Kremmling-Fraser-Georgetown-Golden-Denver-Bennett-Limon-Burlington-KS	East to New York, West to San Francisco	

C8: I-70 in Glenwood Canyon, Some Facts (most figures approximate)

Project Cost: \$490,348,000

Funding: 90% federal, 10% state

Construction Duration: 12 years

Total Number of Workers: 1,000

Maximum Daily Workforce: 500

Construction-Related Accidental Deaths: 3

Construction Contracts: 35-40

Bridges & Viaducts: 39, total length 6.5 miles

Retaining Walls: 20 miles combined length

Concrete Used: 1.62 billion pounds

Reinforcing Steel: 30,000,000 pounds

Structural Steel: 30,000,000 pounds

Landscaping and Revegetation: 150,000 trees and shrubs

French Creek Viaduct Length: 4,000 feet

(two bridges & 330-foot section at grade)

Hanging Lake Tunnels

Length, each bore: 3,900 feet

Construction explosives used: \$1,000,000 worth

Rock removed: 250,000 cubic yards

East end viaducts, number of concrete segments: 1,200

Some Key Participants

Project Manager for Colorado: Ralph Trapani

Supervising Architect: DeLeuw, Cather and Company

Designers: Edgardo Contini (east half), Joseph R. Passonneau (west half)

Management Consultant: Daniel, Mann, Johnson and Mendenhall

Special Panels

Design team comprised of subgroups for east and west halves

Technical Review Group

Citizens Advisory Committee

Principal Source: Colorado Department of Transportation

Chart by Conrad F. Schader from his book: Glenwood Canyon: From Origin to Interstate. Golden, CO.: Regio Alta Publications, 1996: 172.

C9: Glossary of Construction and Highway Terms

This a sampling of descriptive phrases and materials involved in highway construction, design, and preservation:

Aesthetic Routes – Roadways designed for a specific interaction with the natural or built environment. These routes incorporate the surrounding scenery into their design.

Alignment – The vertical and horizontal layout of a highway make up the alignment. The design of the alignment depends of the design speed selected for the highway. The least costly alignment is one that takes the form of the natural topography. It is important that both horizontal and vertical alignments be designed to complement each other.

Amiesite – A patented type of bituminous concrete requiring a fluxed bituminous binder and hydrated lime placed cold on any type of base other than concrete. The City of Denver experimented with this material on a block of Speer Boulevard in 1910.

Arterial – A road providing the principal high-volume and high-speed linkages within a community and between communities.

Bituminous Concrete – A pavement made up of aggregates, such as crushed stone, gravel, or slag, combined with a bituminous binder that is used instead of cement.

Capacity – The maximum rate of flow in vehicles per hour that can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic and control conditions, usually expressed as vehicles per hour or persons per hour.

Cement - A powder that hardens when mixed with water; an ingredient used in concrete.

Cement Mortar - A mixture of four parts sand to one part cement with enough water added to make it plastic.

Coating - A material that provides a continuous film over surface; a film formed by the material.

Concrete - A mixture of aggregate, water, and a binder—usually Portland cement—that hardens to a stone-like mass.

Context – Refers to the setting, or surrounding area, that influences a resource such as a roadway.

Crown of the Roadway - The vertical dimension describing the total amount of the surface that is convex or raised from gutter to centerline; this is sometimes termed the cross fall of the roadway.

Cultural Routes – Roads that have evolved over time. Roads for which there is no recognized date of beginning.

Curb - A short barrier paralleling the outside edge of the roadway to guide the movement of vehicle wheels and safeguard constructions and pedestrian traffic existing outside the roadway limit from collision with vehicles and their loads.

Density – The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed vehicles per mile or vehicles per mile per lane.

Design Speed – Design speed is defined as the “maximum safe speed that can be maintained over a specified section of highway when conditions are favorable such that the design features of the highway govern.” Design speed depends on the type of highway, the topography of the area in which the highway is located, and the land use of the adjacent areas.

Embankment - A bank of earth constructed above the natural ground surface to carry a road or to prevent water from passing beyond desirable limits; also known as bank.

Engineered Routes – Roads designed for the movement of people and goods. Roads for which the purpose of traffic movement is the principal underlying force behind their design.

Grade – The degree of rise or descent of a sloping surface on a highway or railroad.

Guardrail - A structural element designed to redirect an errant vehicle onto the roadway (guiderail).

Hot Mix Asphalt (HMA) – Asphalt pavement is any paved road surfaced with asphalt. Hot Mix Asphalt is a combination of approximately 95 per cent stone, sand and gravel bound together by asphalt cement, a product of crude oil. There are 2.27 million miles of paved roads in the United States and 94 percent is surfaced with asphalt, including 65 percent of the Interstate system.

Johnson Wall – An angled concrete barrier that will deflect a vehicle striking it back on to the road. Also known as “Jersey Barrier”.

Joint - In stone masonry, the space between individual stone; in concrete, a division in continuity of the concrete; in a truss, the point at which members of a truss frame are joined.

Macadam - Uniformly sized stones rolled to form a road. Sometimes mixed with tar before application.

Materials - The elements originally combined to make the structure.

Median – A central space, usually planted, with divided opposite travel lanes.

Overpass - A bridge structure where the major thoroughfare is the upper roadway; see *Underpass*.

Plain Concrete - Concrete with no structural reinforcement except light steel to reduce shrinkage and temperature-related cracking.

Precast Concrete - Concrete members that are cast and cured before being placed into their final position on a construction site.

Prestressed Concrete - Concrete in which cracking and tensile forces are greatly reduced by compressing it with tensioned cables or bars.

Realignment – The repositioning of a road.

Reinforced Concrete - Concrete with steel reinforcing bars bonded within it to supply increased tensile strength and durability.

Right-of-Way – Right-of-Way is the total land area acquired for construction of a transportation facility. Its width should be able to accommodate all the elements of the cross-section, any planned future expansion and planned future expansion.

Roadway - The portion of the road intended for the use of vehicular traffic.

Shoulder – A stabilized level area adjacent and parallel to the road. Shoulders provided a recovery space for an errant vehicle or a safe space for a disabled vehicle.

Standards – The legally adopted policies directing the design and construction of roads.

Superelevation – The banking or sloping of a road curve to allow vehicles to maintain a speed consistent with the overall speed of the roadway.

Terrain – Terrain is a portion of land, especially considered with regard to its topography and natural features. For transportation design, topography is generally classified into three groups: level terrain, rolling terrain and mountainous terrain:

- Level terrain is relatively flat and horizontal and vertical sight distances are generally long or can be achieved without much construction difficulty or major expense.
- Rolling terrain has natural slopes that often rise above and fall below the grade, with occasional steep slopes that restrict the normal vertical and horizontal alignments.
- Mountainous terrain has sudden changes in ground elevation in both the longitudinal and transverse directions, thereby, requiring frequent hillside excavations to achieve acceptable horizontal and vertical alignments.

Underpass - A bridge structure where the principal, or subject, transportation facility is the lower roadway; see *Overpass*.

Vertical Alignment – The vertical alignment of a highway consists of straight sections of the highway known as grades, or tangents connected by vertical curves. The topography of an area through which the road traverses has significant influence on the design of the vertical alignment.

Viaduct - A series of spans carried on piers at short intervals.

Volume – The number of persons or vehicles passing a point on lane, roadway, or other trafficway during some time interval (often one hour) expressed in vehicles.