

**Management Data Form**

A Management Data Form should be completed for each cultural resource recorded during an archaeological survey. Isolated finds and revisits are the exception and they do not require a Management Data Form. Please attach the appropriate component forms and use continuation pages if necessary. Fields can be expanded or compressed as necessary.

- 1. **Resource Number:** 5EP.7714.5
- 2. **Temporary Resource Number:** N/A
- 3. **Attachments (check as many as apply):**
  - Prehistoric Archaeological Component
  - Historic Archaeological Component
  - Linear Component
  - Sketch/Instrument Map (required)
  - U.S.G.S. Map Photocopy (required)
  - Photograph(s) (required)
  - Other, specify: N/A
  - Does not support overall linear eligibility NR\SR
- 4. **Official Determination (OAHP use only):**
  - Determined Eligible NR\SR
  - Determined Not Eligible NR\SR
  - Nominated
  - Need Data NR\SR
  - Contributing to NR Dist.\SR Dist.
  - Not Contributing to NR Dist.\SR Dist.
  - Supports overall linear eligibility NR\SR

**I. IDENTIFICATION**

- 5. **Resource Name:** State Highway (SH) 83 - Segment
- 6. **Project Name/Number:** STU 083A-049, SH 83 and Stagecoach Road Roundabout, SA 26885
- 7. **Government Involvement:**            Local            State            Federal  
 Agency: Colorado Department of Transportation (CDOT); Federal Highway Administration (FHWA)
- 8. **Site Categories (check as many as apply):**  
 Prehistoric:    archaeological site    paleontological site            In existing National Register District  
 National Register District name: N/A  
 Historic:        archaeology site    building(s)    structure(s)    object(s)    In existing National Register District  
 National Register District name: N/A
- 9. **Owner(s) Name and Address:** Colorado Department of Transportation; 2829 West Howard Place, Denver, CO 80204
- 10. **Boundary Description and Justification:** The extent of State Highway (SH) 83 evaluated under this analysis encompasses a segment of the overall linear resource within El Paso County. The roadway is approximately 4,330 feet or 0.82 mile long, and 50-70 feet wide, as the corridor varies in width along its length. The right of way (ROW) measures approximately 86-130 feet in width. The roadway traverses south from its northern terminus, located at the intersection of SH 83 and an access road to 15380 Highway 83, just south of milepost 25, to its southern terminus at the **intersection of** SH 83 and Kaessner Lane, near milepost 24. The segment is maintained by CDOT and consists of an asphalt surface. The boundary of the segment includes extant features that express its engineering including: an undivided two-lane roadway; narrow shoulders; turn and acceleration lanes at the intersection with Stagecoach Road; and lane striping.
- 11. **Site/Property Dimensions:** Length: 1,320 m   Width: 39.61 m   Area: 46,036 m<sup>2</sup>   Acres (m<sup>2</sup>/4047): 11.4  
**Area was calculated as:**    Length x Width (rectangle/square)    Length x Width x 0.785 (Ellipse)    GIS

**II. LOCATION**

**12. Legal Location**

PM: 6   Township: 11 South   Range: 66 West           Section: NW ¼ of NE ¼ of section 34  
 PM: 6   Township: 11 South   Range: 66 West           Section: SW ¼ of NE ¼ of section 34

PM: 6 Township: 11 South Range: 66 West Section: NW ¼ of SE ¼ of section 34  
PM: 6 Township: 11 South Range: 66 West Section: NE ¼ of SW ¼ of section 34  
PM: 6 Township: 11 South Range: 66 West Section: SE ¼ of SW ¼ of section 34

If section is irregular, explain alignment method: N/A

13. **USGS Quad:** Monument, CO 2022

14. **County:** El Paso

15. **UTM Coordinates:** Datum used  NAD 27  NAD 83  WGS 84 Other: N/A

A. Zone: 13	520403	mE	4323051	mN
B. Zone: 13	520438	mE	4323051	mN
C. Zone: 13	520420	mE	4322225	mN
D. Zone: 13	520450	mE	4322199	mN
E. Zone: 13	520167	mE	4321819	mN
F. Zone: 13	520192	mE	4321808	mN

16. **UTM Source:**  Corrected GPS/rectified survey (<5m error)  Uncorrected GPS  Map template

Other (explain): N/A

17. **Site Elevation (feet):** 7,363 feet

18. **Address:** N/A Lot: N/A Block: N/A Addition: N/A

19. **Location/Access:** The segment is an active, public roadway and can be accessed via several intersecting roads including Stagecoach Road and Kaessner Lane.

### III. NATURAL ENVIRONMENT/SITE CONDITION

20. **General Description (should include both on site as well as geographical setting with aspect, landforms, vegetation, soils, depositional environment, water, ground visibility):** The roadway is located within the Pine-Oak Woodlands ecoregion of the Southwestern Tablelands, consisting of a rural setting. The landscape is composed of a hilly flat terrain with surrounding woodlands. Soil in the area primarily includes Kettle gravelly loamy sand, yet Pring coarse sandy loam is also present.

21. **Soil Depth (cm) and description:** N/A

22. **Condition:**

**a. Architectural/Structural**

- Excellent
- Good
- Fair
- Deteriorated
- Ruin

**b. Archaeological/Paleontological**

- Undisturbed
- Light disturbance
- Moderate disturbance
- Heavy disturbance
- Total disturbance

23. **Describe condition:** The roadway follows an alignment constructed in 1964. The segment consists of a two-lane undivided roadway with an asphalt surface that is in good condition overall. There is evidence of moderate wearing due to typical asphalt cracking and depressions in the roadway, particularly near the northern and southern termini. Traffic markings are visible throughout the entire segment.

24. **Vandalism:**  Yes  No

Describe: N/A

#### IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

**25. Context or Theme:** *Highways to the Sky: A Context and History of Colorado's Highway System*. Associated Cultural Resource Experts/Colorado Department of Transportation, 2002.

**26. Applicable National Register Criteria:**

- A. Associated with events that have made a significant contribution to the broad pattern of our history
- B. Associated with the lives of persons significant in our past
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- D. Has yielded, or may be likely to yield, information important in history or prehistory
- Does not meet any of the National Register criteria
- Qualifies under exceptions A through G.

List exception(s):

**27. Applicable State Register Criteria:**

- A. Property is associated with events that have made a significant contribution to history
- B. Property is connected with persons significant in history
- C. Property has distinctive characteristics of a type, period, method of construction or artisan
- D. Property is of geographic importance
- E. Property contains the possibility of important discoveries related to prehistory or history
- Does not meet any of the State Register criteria

**28. Area(s) of significance:** Transportation-Road-related (Vehicular);

**29. Period(s) of significance:** 1912-1950

**30. Level of significance:**  National  State  Local

**31. Statement of significance:** The following Statement of Significance is quoted from "State Highway (SH) 83, Colorado Historic Highway Inventory, Historical Summary and Evaluation of Significance," Colorado Department of Transportation, Historic Highway Inventory, Mead & Hunt, Inc., and Dill Historians LLC, 2016:

*SH 83 is classified as an Engineered Route under the classification system in the MPS. This highway is significant under Criterion A in the area of Transportation at the local level.*

*Criterion A*

*Research and review of historic maps and other materials indicates that SH 83 follows a route known to have been in place since the early days of settlement along the Front Range in the 1860s. Research has shown it to be an important example of an early project of the Colorado Highway Department (CHD). The road provided an important connection for ranchers and farmers to transport agricultural goods to markets and railheads in the commercial centers of Denver and Colorado Springs. It continued to serve this function well into the later part of the twentieth century. As such, SH 83 is significant under Criterion A as an early project of the CHD and as a farm-to-market route in the area of Transportation at the local level.*

*Criterion B*

*Research did not reveal this highway to be directly associated with the events or work of a person important in history, nor does research indicate the highway represents the efforts of a specific individual to secure construction of this highway for the economic development of a community or area of the state. Therefore, this highway does not possess significance under Criterion B.*

*Criterion C*

*State Highway 83 is considered to be an early or prominent project of the CHD. However, research and literature review yielded no evidence to indicate the use of innovative or important engineering design or construction*

*techniques that serve to distinguish this highway from other roads and does not appear to exhibit important engineering innovations or important later modifications. The highway's design and construction appear to fall within the established standard practices of state highway design and construction of the time and the highway does not possess significance under Criterion C.*

**Criterion D**

*For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under Criterion D.*

**32. Statement of historic integrity related to significance:** The segment does not retain sufficient integrity to convey the significance of the overall linear resource within El Paso County. The CDOT Historic Highway Inventory found SH 83 to be significant under NRHP Criterion A for Transportation for its association as an early Colorado Highway Department (CHD) project and a farm-to-market route. The subject segment was constructed over a decade outside of the overall highway's period of significance which extends from 1912 to 1950. This segment was constructed as part of a major realignment of the highway in Douglas and El Paso Counties in the 1960s to alleviate traffic along US Highway (US) 85/US 87 located to the west. As a part of this process, the alignment of this recorded segment of SH 83 was constructed in 1964 under Federal Aid Project No. S07170(3). The project aimed to replace the earlier 1912 alignment of the two-lane, gravel roadway positioned approximately 30 feet to the west by establishing a straighter roadway to enhance traffic flow in the vicinity. This involved the purchasing of right-of-way, the clearing of numerous trees, and the grading and asphalt paving of an undivided two-lane highway. Furthermore, the tight radii of two curvatures associated with the 1912 alignment—located slightly north of the Kaessner Lane intersection—were removed and replaced with more moderately angled curvatures. The recorded segment was again altered in 2001 under project STU 0831-078, when it was widened with standard lane widths and wider shoulders. The most recent improvements were made between 2018 and 2019, when the segment was modified into its current form to enhance motorist safety. This included widening an approximately 2,360-foot or 0.45-mile portion of the segment near Stagecoach Road from 25 feet to 65 feet to accommodate the installation of turn and acceleration lanes. At the same time, this portion was also repaved and striped. Overall, the segment represents a new alignment of SH 83 built in the 1960s to accommodate changing transportation patterns, regional access between Colorado Springs and Denver, and increased residential development in unincorporated El Paso County. The current roadway is not associated with the 1912 alignment which served as an early farm-to-market road in the early twentieth century, and for which SH 83 was determined significant. The 1964 realignment and later widening projects were built outside the highway's period of significance and are not associated with the highway's significance as an early CHD project and a farm-to-market road. Consequently, this segment is not associated with SH 83's significance under NRHP Criterion A. For these reasons, the segment does not retain sufficient integrity to support the eligibility of the overall linear resource within El Paso County.

**33. National Register Eligibility Field Assessment:**     Eligible                       Not eligible                       Need data

**Linear Segment Evaluation (if applicable):**                       Supporting                       Non-Supporting

**34. Status in an Existing National Register District:**     Contributing                       Non-contributing

**35. State Register Eligibility Field Assessment:**                       Eligible                       Not eligible                       Need data

**36. Status in an Existing State Register District:**                       Contributing                       Non-contributing

**37. National/State Register District Potential:**                       Yes                       No

Describe: There are insufficient resources of similar association, type, or style in the vicinity to justify a potential National Register district.

**38. Cultural Landscape Potential:**                       Yes                       No

Describe: There are insufficient resources or related elements to justify a potential cultural landscape.

**39. If Yes to either 37 or 38, is this site:**                       Contributing                       Non-contributing

Explain: N/A

## V. MANAGEMENT AND ADMINISTRATIVE DATA

- 40. Threats to Resource:**  Water erosion  Wind erosion  Grazing  Neglect  Vandalism  
 Recreation  Construction  Other (explain): N/A
- 41. Existing protection:**  None  Marked  Fenced  Patrolled  Access controlled  
 Other (specify): N/A  
Comments: N/A
- 42. Local landmark designation:** N/A
- 43. Easement:** N/A
- 44. Recorder's Management Recommendations:** N/A

## VI. DOCUMENTATION

- 45. Previous actions accomplished at the site:**  Tested  Partial excavation  Complete excavation  
Date(s): N/A  
a. Excavations: N/A      b. Stabilization: N/A      Date(s): N/A  
c. HABS/HAER documentation [date(s) and numbers]: N/A      d. Other: N/A
- 46. Known collections/reports/interviews and other references (list):**  
CDOT Historic Sites Viewer." Colorado Department of Transportation. Accessed December 15, 2025.  
<https://maps.codot.gov/portal/apps/webappviewer/index.html?id=a8dec881e74a40959ccf9b261b5ee8f0#>.  
Colorado State Highway Commission. *Secure the Official Road and Tour Book of Colorado*. Denver: Colorado State Highway Commission, 1912. Map  
Colorado State Highway Department. Colorado's State Highway System. Denver: Colorado State Highway Department, 1951. Map.  
"Historical Aerial Imagery." Historic Aerials by NETROnline. Accessed December 15, 2025. [www.historicaerials.com](http://www.historicaerials.com).  
Mead & Hunt, Inc., and Dill Historians LLC. "State Highway (SH) 83, Colorado Historic Highway Inventory, Historical Summary and Evaluation of Significance." CDOT Historic Highway Inventory, 2016.  
"Online Transportation Information Center (OTIS)." Colorado Department of Transportation. Accessed December 15, 2025. <https://dtdapps.coloradodot.info/otis>.  
"Plan and Profile of Proposed Federal Aid Project No. S0170(3): State Highway No. 83." Colorado Department of Highways, 1960.  
Salek, Matthew E. "Colorado Highways: History." Mesalek.com. Accessed December 15, 2025.  
<https://www.mesalek.com/colo/history.html>  
Salek, Matthew E. "Colorado Highways: Routes of 1919." Mesalek.com. Accessed December 15, 2025.  
[www.mesalek.com/colo/rtes1919.html](http://www.mesalek.com/colo/rtes1919.html)  
Salek, Matthew E. "Colorado Highways: SH 83." Mesalek.com. Accessed December 15, 2025.  
[www.mesalek.com/colo/us287.html](http://www.mesalek.com/colo/us287.html).  
State Highway Commission of Colorado. *Map of the State Highways of Colorado*. Denver: State Highway Commission of Colorado, 1919. Map  
State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1921. Map.  
State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1924. Map.  
State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1926. Map.  
State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1927. Map.  
State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1929. Map.

State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1937. Map.  
USGS. "Castle Rock, Colorado." 1:125,000. United States Department of the Interior, 1894.  
----- "Castle Rock, Colorado." 1:125,000. United States Department of the Interior, 1913.  
----- "Denver, Colorado." 1:250,000. United States Department of the Interior, 1953.  
----- "Denver, Colorado." 1:250,000. United States Department of the Interior, 1957.  
----- "Monument, Colorado." 1:100,000. United States Department of the Interior, 1983.  
----- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1954.  
----- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1961.  
----- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1975.  
----- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1986.

**47. Primary location of additional data:** OAHP; CDOT

**48. State or Federal Permit number:** N/A

**49. Collection:** Artifact collection authorized:  Yes  No      Were artifacts collected:  Yes  No

Artifact repository: N/A

Collection method:  Diagnostics  Grab Sample  Random Sample    Other (specify): N/A

**50. Photograph Numbers:** 5EP.7714.5\_1 through 5EP.7714.5\_9

Files or negatives stored at: Pinyon Environmental, Inc.

**51. Report title:** Section 106 Letter Report, STU 083A-049, SH 83 & Stagecoach Road Roundabout, SA 26885

**52. Recorder(s):** Cameron Weishoff

Date: December 16, 2025

**53. Recorder affiliation:** Pinyon Environmental, Inc.

Phone number/Email:

**NOTE:** Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.  
History Colorado - Office of Archaeology & Historic Preservation  
1200 Broadway, Denver, CO 80203  
303-866-3395



**15. Date of Construction / Date Range:** 1964; 2018-2019

Source(s) of Information: "Historical Aerial Imagery." Historic Aerials by NETROnline. Accessed December 15, 2025. [www.historicaerials.com](http://www.historicaerials.com); "Plan and Profile of Proposed Federal Aid Project No. S0170(3): State Highway No. 83." Colorado Department of Highways, 1960.

**16. Historical / Archival Data:** The following italicized historical context was excerpted from "State Highway (SH) 83, Colorado Historic Highway Inventory, Historical Summary and Evaluation of Significance," Colorado Department of Transportation, Historic Highway Inventory, Mead & Hunt, Inc., and Dill Historians LLC, 2016:

*SH 83 is a 57.899 mile-long route that runs from Powers Blvd in Colorado Springs east and north through Franktown and Parker to SH 2 (Colorado Blvd) at Bayaud Avenue, in Denver.*

*SH 83 lies in 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 this area, 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 of the gold fields in the Rocky Mountains with the markets and cities to the east. Colorado Springs was developed first in the 1870s as an early tourist destination, with General William Palmer's vision of a resort city acting as a guide. The city became an elite enclave, known for a time as "Little London" for the proliferation of British tourists, many of whom stayed, and Colorado Springs would go on to become home to a high number of millionaires made from the Cripple Creek Gold Rush in the 1890s. With the advent of World War II and the post-World War II period, the Colorado Springs area became home to military installations like Fort Carson, Peterson Air Force Base, and the U.S. Air Force Academy, installations that have had enormous impact on the history of infrastructural development in and around the city (Wyckoff 1999:101-103; Ubbelohde 1995:118;334-335).*

*Relative to other routes that connect Denver with Colorado Springs, SH 83 has a high level of historic significance. Many homesteads, farms, and ranches dating to the early years of settlement along the Front Range are known to have been in close proximity to SH 83 as it runs through Douglas and El Paso Counties. Franktown appears on an 1861 map of Colorado, a map which also shows that the area had been surveyed for the Public Land Survey System (PLSS) and was an area of agricultural settlement in those early years. The Colorado Highways MPS notes that the Smoky Hill Trail, a route used by travelers to Denver from the east, roughly followed the segment of the highway from Parker north to Denver (MPS Sec. E, p. 9). The highway is visible on the 1866 map of Colorado as a road roughly following the same alignment as the 1922 designated highway, and by 1916 the route was well established, with the Colorado & Southern Railway following the road south from Denver to Parker, turning east from there to provide access to the farms and ranches in the rural areas of the central plains. These sources demonstrate that SH 83 would certainly have played a role as an early and important farm to market route in this region.*

*First designated as State Primary Road 1S from Denver to Franktown between 1910 and 1920, SH 83 ran from the intersection of Colorado Blvd and Vasquez in Denver, south through Franktown and a string of other small towns to join with the Great North-South Highway at Sommers (now the approximate location of Interquest Parkway exit, MP 153 on Interstate(I)-25), north of Colorado Springs. In 1922, the Highway Department renumbered the road as State Highway 83. SH 83 was not heavily used until the Highway Department straightened it south of Franktown in the late 1940s as part of an attempt to provide motorists with a better alternative to the increasingly congested U.S. Highway (US) 85/87. This work involved building an open-spandrel concrete bridge (5DA.1519), designed in 1947 and completed in 1948, across Cherry Creek at Franktown. This bridge, which is the longest concrete spandrel bridge in Colorado, is listed on the National Register.*

*By 1954, the north end of SH 83 was pulled south to the intersection of Colorado Boulevard and Bayaud Avenue, in Denver. The south end of the highway fluctuated to an even greater extent, moving in the mid-1960s from its junction with US 85/87 at Sommers south along Maizeland Drive/Academy Blvd through Colorado Springs to Airport Road. The highway (as Academy Blvd) was periodically extended to the south and west through the 1960s and 1970s until 1981, when it followed the northern boundary of Fort Carson and met SH 155. In 2007, CDOT turned back all of SH 83 as it followed Academy Blvd, and redefined the south end of SH 83 as the junction of SH 21 and Interquest Parkway, at the approximate location of the highway's original southern terminus.*

Historically, Colorado State Highway and USGS maps illustrate that a general roadway had been established slightly west of the recorded segment by 1912, prior to the roadway being designated a state highway. At the time, this early roadway was listed on highway maps as a “less important road,” yet it functioned as a farm-to-market route, consisting of a two-lane gravel surface that incorporated sharp turns as it traversed across the hilly landscape. The majority of these turns were located slightly north of the modern alignment of Kaessner Lane. Although the early route within Douglas County had been designated as Route 1S by the Colorado Highway Department (CHD) in 1916, the section of roadway south of the county line in El Paso County remained unnumbered. Regardless, within El Paso County, the unnamed roadway was beneficial to residents in the local area, serving as a farm-to-market and general transportation corridor between Colorado Springs to the south and Franktown/Denver to the north. Three years later, a Colorado State Highway map published in 1919 illustrates that the segment consisted of an improved unsurfaced roadway. In May 1923, the route within El Paso County was officially designated a part of CO 83 by the Highway Advisory Board. Over a decade later in 1937, a Colorado State Highway map reveals that the highway consisted of a graded surface. The roadway received general maintenance and grade improvements throughout the 1940s and 1950s. Travel along the roadway was relatively moderate during the early twentieth century.

By the 1960s, the Colorado Department of Highways (CDOH) determined that improving the SH 83 corridor within Douglas and El Paso Counties could alleviate traffic along US Highway (US) 85/US 87 located to the west. As a result, SH 83 was enhanced throughout Douglas and El Paso Counties in the 1960s to function primarily as a regional transportation corridor rather than a local farm-to-market route. This meant the construction of a new roadway alignment slightly east of the 1912 alignment. The overall alignment of the recorded segment was constructed in 1964 by CDOH under Federal Aid Project No. S07170(3), which built the portion of the roadway between mileposts 20.4 and 26.6. Plan sheets associated with the project and historical aerial photography illustrate that activities occurred approximately 30 feet east of the early twentieth century alignment. In addition, right-of-way was purchased to clear numerous trees and for the grading, widening, and paving of a new undivided two-lane highway. Furthermore, the tight radii of two curvatures associated with the 1912 alignment, located slightly north of the Kaessner Lane intersection, were removed and replaced with more moderate radii curves, allowing vehicles to maintain higher speeds along the segment. After completion of the project, the 1912 alignment was abandoned, and vegetative growth gradually reclaimed the earlier roadway over time. The new alignment received minor enhancements and general upkeep including surface sealing, the filling of cracks, and lane striping throughout the rest of the late twentieth century. However, as use of the corridor increased due to surrounding development, improvements were carried out in an effort to enhance safety. In 2001 under Federal Aid Project No. STU 0831-078, the highway was widened between Hodgen Road and Northgate Road (between mileposts 23 and 26), which includes this recorded segment. The work included standard lane widths and wider shoulders, as well as intersection upgrades and turn lanes at Hodgen Road and Northgate Road, along with a central median from Hodgen Road south to Benet Lane. Between 2018 and 2019, historical photography reveals that this recorded segment was further modified into its current appearance. The majority of the segment, approximately 2,360 feet or 0.45 mile, was widened near Stagecoach Road from 25 feet to 65 feet in order to accommodate the installation of turn and acceleration lanes. This portion of the segment was also repaved and striped. The segment continues to operate as a corridor for local residents and as a regional thoroughfare between Colorado Springs and Denver.

#### Sources:

- CDOT Historic Sites Viewer.” Colorado Department of Transportation. Accessed December 15, 2025.  
<https://maps.codot.gov/portal/apps/webappviewer/index.html?id=a8dec881e74a40959ccf9b261b5ee8f0#>.
- Colorado State Highway Commission. *Secure the Official Road and Tour Book of Colorado*. Denver: Colorado State Highway Commission, 1912. Map.
- Colorado State Highway Department. *Colorado’s State Highway System*. Denver: Colorado State Highway Department, 1951. Map.
- “Federal Aid Project No. S0170(3), State Highway No. 83, El Paso County.” Colorado Department of Highways, 1964.
- “Federal Aid Project No. STU 0831-078, State Highway No. 83, El Paso County.” Colorado Department of Transportation, 2001.
- “Historical Aerial Imagery.” Historic Aerials by NETROnline. Accessed December 15, 2025. [www.historicaerials.com](http://www.historicaerials.com).
- Mead & Hunt, Inc., and Dill Historians LLC. “State Highway (SH) 83, Colorado Historic Highway Inventory, Historical Summary and Evaluation of Significance.” CDOT Historic Highway Inventory, 2016.

- "Online Transportation Information Center (OTIS)." Colorado Department of Transportation. Accessed December 15, 2025. <https://dtdapps.coloradodot.info/otis>.
- Salek, Matthew E. "Colorado Highways: History." Mesalek.com. Accessed December 15, 2025. [www.mesalek.com/colo/history.html](http://www.mesalek.com/colo/history.html)
- Salek, Matthew E. "Colorado Highways: Routes of 1919." Mesalek.com. Accessed December 15, 2025. [www.mesalek.com/colo/rtes1919.html](http://www.mesalek.com/colo/rtes1919.html)
- Salek, Matthew E. "Colorado Highways: SH 83." Mesalek.com. Accessed December 15, 2025. [www.mesalek.com/colo/us287.html](http://www.mesalek.com/colo/us287.html).
- State Highway Commission of Colorado. *Map of the State Highways of Colorado*. Denver: State Highway Commission of Colorado, 1919. Map.
- State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1921. Map.
- State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1924. Map.
- State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1926. Map.
- State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1927. Map.
- State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1929. Map.
- State Highway Department. *Map of the State Highways of Colorado*. Denver: State Highway Department, 1937. Map.
- USGS. "Castle Rock, Colorado." 1:125,000. United States Department of the Interior, 1894.
- "Castle Rock, Colorado." 1:125,000. United States Department of the Interior, 1913.
- "Denver, Colorado." 1:250,000. United States Department of the Interior, 1953.
- "Denver, Colorado." 1:250,000. United States Department of the Interior, 1957.
- "Monument, Colorado." 1:100,000. United States Department of the Interior, 1983.
- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1954.
- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1961.
- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1975.
- "Monument, Colorado." 1:24,000. United States Department of the Interior, 1986.

**17. Cultural Affiliation and Justification:** Euro-American

**IV. MANAGEMENT RECOMMENDATIONS**

**18. Eligibility of Entire Resource:**

Eligible       Not Eligible       Need Data      Is this an official determination?     Yes     No

**Remarks / Justification:** The following Statement of Significance is quoted from "State Highway (SH) 83, Colorado Historic Highway Inventory, Historical Summary and Evaluation of Significance," Colorado Department of Transportation, Historic Highway Inventory, Mead & Hunt, Inc., and Dill Historians LLC, 2016:

*SH 83 is classified as an Engineered Route under the classification system in the MPS. This highway is significant under Criterion A in the area of Transportation at the local level.*

**Criterion A**

*Research and review of historic maps and other materials indicates that SH 83 follows a route known to have been in place since the early days of settlement along the Front Range in the 1860s. Research has shown it to be an important example of an early project of the Colorado Highway Department (CHD). The road provided an important connection for ranchers and farmers to transport agricultural goods to markets and railheads in the commercial centers of Denver and Colorado Springs. It continued to serve this function well into the later part of the twentieth century. As such, SH 83 is significant under Criterion A as an early project of the CHD and as a farm-to-market route in the area of Transportation at the local level.*

**Criterion B**

*Research did not reveal this highway to be directly associated with the events or work of a person important in history, nor does research indicate the highway represents the efforts of a specific individual to secure construction of this highway for the economic development of a community or area of the state. Therefore, this highway does not possess significance under Criterion B.*

**Criterion C**

*State Highway 83 is considered to be an early or prominent project of the CHD. However, research and literature review yielded no evidence to indicate the use of innovative or important engineering design or construction techniques that serve to distinguish this highway from other roads and does not appear to exhibit important engineering innovations or important later modifications. The highway's design and construction appear to fall within the established standard practices of state highway design and construction of the time and the highway does not possess significance under Criterion C.*

**Criterion D**

*For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under Criterion D.*

**19. Evaluation of integrity of the segment of the entire linear resource being recorded**

(Complete only if "Segment" under item 4 is checked and the entire resource is marked as Eligible under item 18)

Supporting     Non-supporting     Not applicable

**Remarks / Justification:** The segment does not retain sufficient integrity to convey the significance of the overall linear resource within El Paso County. The CDOT Historic Highway Inventory found SH 83 to be significant under NRHP Criterion A for Transportation for its association as an early Colorado Highway Department (CHD) project and a farm-to-market route. The subject segment was constructed over a decade outside of the overall highway's period of significance which extends from 1912 to 1950. This segment was constructed as part of a major realignment of the highway in Douglas and El Paso Counties in the 1960s to alleviate traffic along US Highway (US) 85/US 87 located to the west. As a part of this process, the alignment of this recorded segment of SH 83 was constructed in 1964 under Federal Aid Project No. S07170(3). The project aimed to replace the earlier 1912 alignment of the two-lane, gravel roadway positioned approximately 30 feet to the west by establishing a straighter roadway to enhance traffic flow in the vicinity. This involved the purchasing of right of way, the clearing of numerous trees, and the grading and asphalt paving of an undivided two-lane highway. Furthermore, the tight radii of two curvatures associated with the 1912 alignment—located slightly north of the Kaessner Lane intersection—were removed and replaced with more moderately angled curvatures. The recorded segment was again altered in 2001 under project STU 0831-078, when it was widened with standard lane widths and wider shoulders. The most recent improvements were made between 2018 and 2019 when the segment was modified into its current form to enhance motorist safety. This included widening an approximately 2,360-foot or 0.45-mile portion of the segment near Stagecoach Road from 25 feet to 65 feet to accommodate the installation of turn and acceleration lanes. At the same time, this portion was also repaved and striped. Overall, the segment represents a new alignment of SH 83 built in the 1960s to accommodate changing transportation patterns, regional access between Colorado Springs and Denver, and increased residential development in unincorporated El Paso County. The current roadway is not associated with the 1912 alignment which served as an early farm-to-market road in the early twentieth century, and for which SH 83 was determined significant. The 1964 realignment and later widening projects were built outside the highway's period of significance and are not associated with the highway's significance as an early CHD project and a farm-to-market road. Consequently, this segment is not associated with SH 83's significance under NRHP Criterion A. For these reasons, the segment does not retain sufficient integrity to support the eligibility of the overall linear resource within El Paso County.

**20. Recorder(s):** Cameron Weishoff

**21. Date:** December 16, 2025

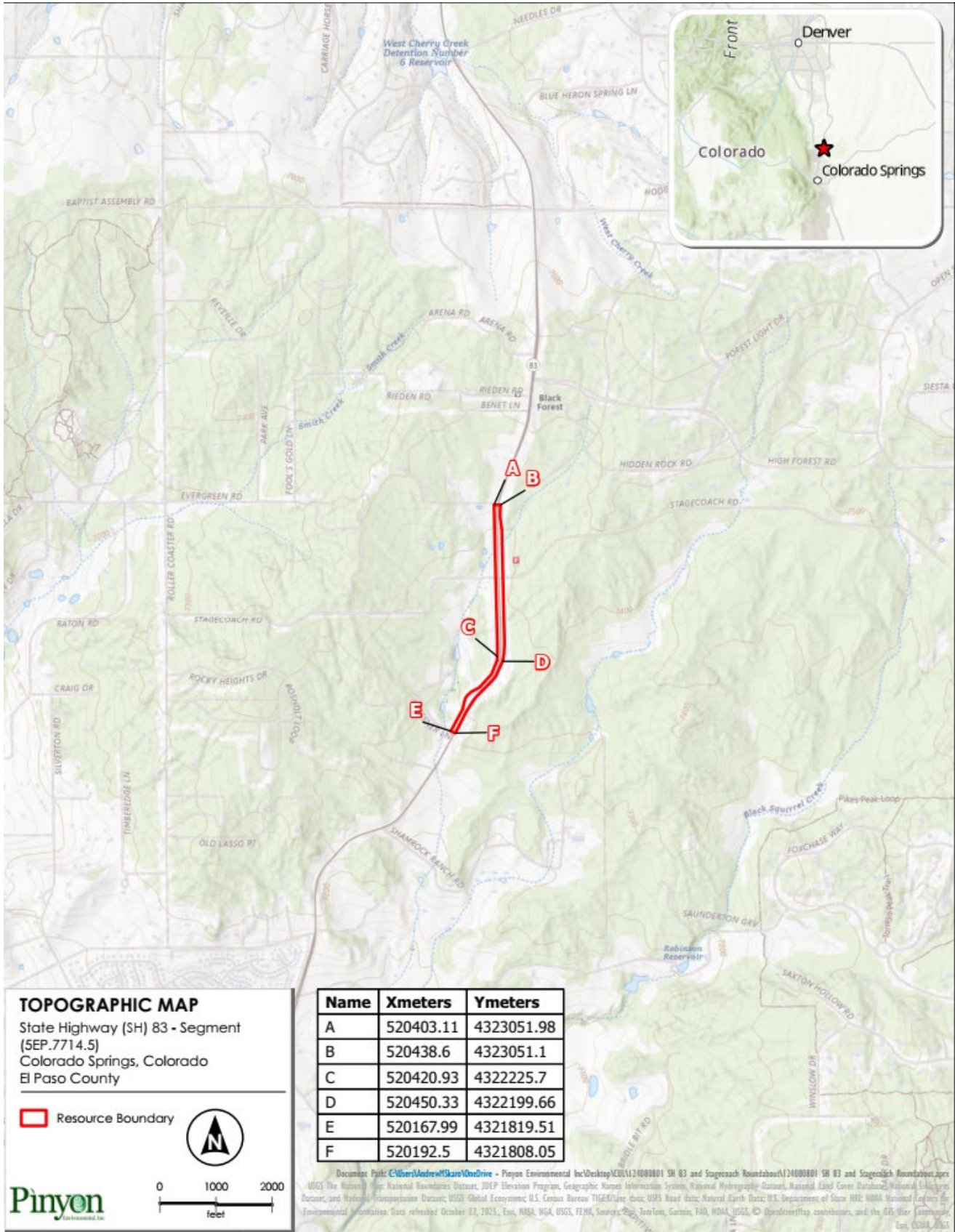
Sketch Maps







### Topographic Map



## Site Photographs



**Photo Number:** 5EP.7714.5\_1  
**Description:** View of the northern terminus of the segment, at the intersection of SH 83 and an access road associated with 15380 Highway 83.

**View:** Northeast



**Photo Number:** 5EP.7714.5\_2  
**Description:** Looking south along the segment.

**View:** South



**Photo Number:** 5EP.7714.5\_3  
**Description:** View of the segment after intersecting Stagecoach Road.  
**View:** Northeast



**Photo Number:** 5EP.7714.5\_4  
**Description:** Looking at the segment as it intersects Stagecoach Road.  
**View:** Southeast



**Photo Number:** 5EP.7714.5\_5  
**Description:** Looking north along the segment toward Stagecoach Road.  
**View:** North



**Photo Number:** 5EP.7714.5\_6  
**Description:** Looking at the segment as it curves to the southwest.  
**View:** Southwest



**Photo Number:** 5EP.7714.5\_7  
**Description:** Looking back at the curvature located just north of the southern terminus.  
**View:** Northeast



**Photo Number:** 5EP.7714.5\_8  
**Description:** Looking south as the segment approaches its southern terminus.  
**View:** South



**Photo Number:** 5EP.7714.5\_9  
**Description:** View of the southern terminus of the segment, at the SH 83 and Kaessner Lane intersection.  
**View:** Northeast