

**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.10617

2. **Temporary Resource Number:**

3. **Attachments (check as many as apply):**

4. **Official Determination (OAHP use only):**

- Prehistoric Archaeological Component
- Historic Archaeological Component
- Linear Component
- Sketch/Instrument Map (required)
- U.S.G.S. Map Photocopy (required)
- Photograph(s) (required)
- Other, specify:
- Does not support overall linear eligibility NR\SR

- 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:** Stagecoach Road

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:

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:** El Paso County Department of Public Works; 3275 Akers Drive, Colorado Springs, CO 80922

10. **Boundary Description and Justification:** The extent of Stagecoach Road evaluated under this analysis includes the entire linear resource within El Paso County. The roadway is approximately 16,045 feet or 3.04 miles long and 25-40 feet wide, as the roadway varies in width along its length. The right of way (ROW) measures approximately 55-85 feet in width. The roadway traverses east from its western terminus, located at the intersection of Stagecoach Road and Roller Coaster Road, to its eastern terminus, consisting of the roundabout at Stagecoach Road and Old Stagecoach Road. The roadway consists of an asphalt surface that is maintained by El Paso County Department of Public Works. The boundary of the segment includes extant features that express its engineering including an undivided two-lane roadway and narrow shoulders.

11. **Site/Property Dimensions:** Length: 4,890 m   Width: 18   m   Area: 104,744   m<sup>2</sup>   Acres  
(m<sup>2</sup>/4047): 25.9

**Area was calculated as:**    Length x Width (rectangle/square)    Length x Width x 0.785 (Ellipse)    GIS



**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 between 1963 and 1969, and an extension built later in 2017. The segment consists of a two-lane undivided roadway with an asphalt surface that is in good condition overall. There is evidence of minor wearing between Roller Coaster Road and CO 83 due to typical asphalt cracking in the roadway.

**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 pass
- 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:** N/A

**29. Period(s) of significance:** N/A

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

**31. Statement of significance:** Stagecoach Road is not significant under any National Register of Historic Places (NRHP) Criteria.

**Criterion A:** Stagecoach Road is not significant under NRHP Criterion A. The resource does not possess a connection to broader trends in American history, or local trends in the City of Colorado Springs, El Paso County, or the state of Colorado. Initially constructed between 1963 and 1969, the roadway follows its late twentieth century alignment and was later expanded east of SH 83 by an additional 1.8 miles in 2017. The roadway was one of numerous local throughfares that were constructed during the mid- and late-twentieth century as residential development expanded in the rural outskirts of Colorado Springs and unincorporated El Paso County. By and large,

these roadways are ubiquitous and uniformly engineered using well understood methods and materials. The resource does not possess unique characteristics or qualities that would advance contemporary knowledge of road development in El Paso County relevant to the period. In addition, an examination of historical records did not yield evidence indicating that the resource made a noteworthy contribution that distinguishes it from other common roadways established throughout the late twentieth century in unincorporated residential areas of El Paso County. The resource is not a major arterial transportation route that substantially contributed to the development of the local or regional area. For these reasons, the overall resource does not possess significance under NRHP Criterion A.

**Criterion B:** Stagecoach Road is not significant under NRHP Criterion B. Historical records do not reveal the roadway to be directly associated with a significant individual or group at the local, state, or federal level. Multiple people contributed to the construction of the roadway and as such, it is unclear if a notable person or group of people were ultimately responsible for the construction and development of the roadway. Research did not yield evidence suggesting that the construction of the roadway was made by a noteworthy individual who substantially contributed to the development of El Paso County. Therefore, the overall linear resource does not possess significance under NRHP Criterion B.

**Criterion C:** Stagecoach Road is not significant under NRHP Criterion C. The roadway incorporates materials typical of the period in which it was constructed and methods that are well understood. The roadway has been improved over time, yet historical records do not yield evidence suggesting that the roadway's qualities reflect an original design or variation that possesses high significance as an important engineering achievement related to innovation or construction. Additionally, research did not reveal evidence suggesting that the roadway is a unique example or feat of engineering, but rather that it was constructed using well-understood methods and materials. The roadway does not demonstrate elements that differentiate it from other roadways from the period built in unincorporated areas of El Paso County. For these reasons, the overall linear resource does not possess significance under NRHP Criterion C.

**Criterion D:** Stagecoach Road is not significant under NRHP Criterion D. The building techniques associated with the resource are commonly understood and it does not contain new information that would advance contemporary knowledge of roadway construction. Therefore, the overall linear resource is not significant under NRHP Criterion D.

**32. Statement of historic integrity related to significance:** For resources lacking significance under the NRHP Criteria, integrity is not assessed.

**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 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):**

"Historical Aerial Imagery." Historic Aerials by NETROnline. Accessed December 15, 2025. [www.historicaerials.com](http://www.historicaerials.com).  
USGS. "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:** OAHF

**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.10617\_1 through 5EP.10617\_10

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



Fremont and Teller Counties. The county was established as one of the original 17 counties of the Colorado Territory, organized in 1861. Permanent settlement in El Paso County occurred along the same corridors of travel used by Native Americans and explorers, and the droves of prospectors, farmers, and ranchers who were making their way into the region in the latter half of the nineteenth century.

The City of Colorado Springs was established in 1871 by William Jackson Palmer as a resort and company town for the Denver and Rio Grande Railroad (D&RG) and serves as a gateway to the Pikes Peak region of the Rocky Mountains. The D&RG began laying its first north-south route along Colorado's Front Range in 1871, becoming a major route through the Rocky Mountains and vital in connecting Denver to the transcontinental rail network. Palmer's intent in 1870 with the founding of the D&RG was to create a north to south link between the major transcontinental railroads which passed to the north and south of Colorado, connecting disparate Front Range communities to the burgeoning national transportation network. As such, Palmer played a notable role in the creation of both a travel corridor along Colorado's Front Range and in the creation of Colorado Springs as a resort and company town. The town benefitted from the local Pike's Peak gold rush and became a successful resort town and a health destination, famous for its dry climate and tuberculosis sanatoria. In the twentieth century, Colorado Springs became home to the Alexander Aircraft Company and by World War II (WWII) became an aerospace and military defense hub, later becoming the home of the United States Air Force Academy, Peterson Air Force Base, Fort Carson Army Base, and the North American Aerospace Defense Command.

As Colorado Springs continued to develop and its population increased in the post-WWII era, numerous residences were constructed in the hills to the north of the city, within unincorporated El Paso County. In order to support these more rural areas, numerous connecting roads were constructed to function as throughfares to other corridors leading to Colorado Springs or the nearby Town of Monument. USGS maps and historical aerial photography indicate that Stagecoach Road was constructed between 1963 and 1969. Initially built as a two-lane roadway with a gravel surface, the road's original alignment extended approximately 1.24 miles and included several curves as it traversed the hilly landscape from Roller Coaster Road on the west to SH 83 on the east. In the decades following its establishment, numerous residences were constructed north and south of the roadway. Between 1984 and 1999, the gravel surface was paved in asphalt. New residential development occurred to the east of the Stagecoach Road and SH 83 intersection in the early twenty-first century, which in 2017 resulted in an extension of Stagecoach Road further east. At this time, grading and asphalt paving of an additional 1.8 miles was completed. This extension also included two roundabouts; the easternmost roundabout comprises of the eastern terminus of the roadway at Old Stagecoach Road. The roadway continues to serve as a general transportation thoroughfare for residents of the local area.

#### Sources:

"About the City of Colorado Springs." City of Colorado Springs. Accessed December 16, 2025.

<https://coloradosprings.gov/human-resources/page/about-city-colorado-springs>.

CDOT Historic Sites Viewer." Colorado Department of Transportation. Accessed December 16, 2025.

<https://maps.codot.gov/portal/apps/webappviewer/index.html?id=a8dec881e74a40959ccf9b261b5ee8f0#>.

Encyclopedia Staff. "El Paso County." Colorado Encyclopedia. Accessed December 16, 2025.

<https://coloradoencyclopedia.org/article/el-paso-county>.

Hall, Frank. *History of the State of Colorado*. Chicago: The Blakely Printing Company, 1891.

Hill, David. "Colorado Urbanization and Planning Context." Colorado Office of Archaeology and Historic Preservation, 1984.

[www.fremontco.com/fremontcountyhistory#:~:text=The%20area%20officially%20formed%20more,before%20Colorado%20became%20a%20state](http://www.fremontco.com/fremontcountyhistory#:~:text=The%20area%20officially%20formed%20more,before%20Colorado%20became%20a%20state).

"Historical Aerial Imagery." Historic Aerials by NETROnline. Accessed December 15, 2025. [www.historicaerials.com](http://www.historicaerials.com).

"Online Transportation Information Center (OTIS)." Colorado Department of Transportation. Accessed December 16, 2025. <https://dtdapps.coloradodot.info/otis>.

USGS. "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: American

#### IV. MANAGEMENT RECOMMENDATIONS

##### 18. Eligibility of Entire Resource:

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

**Remarks / Justification:** Stagecoach Road is not significant under any National Register of Historic Places (NRHP) Criteria.

**Criterion A:** Stagecoach Road is not significant under NRHP Criterion A. The resource does not possess a connection to broader trends in American history, or the trends in the City of Colorado Springs, El Paso County, or the state of Colorado. Initially constructed between 1963 and 1969, the roadway follows its late twentieth century alignment and was later expanded east of SH 83 by an additional 1.8 miles in 2017. The roadway was one of numerous local throughfares that were constructed during the mid- and late-twentieth century as residential development expanded in the rural outskirts of Colorado Springs and unincorporated El Paso County. By and large, these roadways are ubiquitous and uniformly engineered using well understood methods and materials. The resource does not possess unique characteristics or qualities that would advance contemporary knowledge of road development in El Paso County relevant to the period. In addition, an examination of historical records did not yield evidence indicating that the resource made a noteworthy contribution that distinguishes it from other common roadways established throughout the late twentieth century in unincorporated residential areas of El Paso County. The resource is not a major arterial transportation route that substantially contributed to the development of the local or regional area. For these reasons, the overall resource does not possess significance under NRHP Criterion A.

**Criterion B:** Stagecoach Road is not significant under NRHP Criterion B. Historical records do not reveal the roadway to be directly associated with a significant individual or group at the local, state, or federal level. Multiple people contributed to the construction of the roadway and as such, it is unclear if a notable person or group of people were ultimately responsible for the construction and development of the roadway. Research did not yield evidence suggesting that the construction of the roadway was made by a noteworthy individual who substantially contributed to the development of El Paso County. Therefore, the overall linear resource does not possess significance under NRHP Criterion B.

**Criterion C:** Stagecoach Road is not significant under NRHP Criterion C. The roadway incorporates materials typical of the period in which it was constructed and methods that are well understood. The roadway has been improved over time, yet historical records do not yield evidence suggesting that the roadway's qualities reflect an original design or variation that possesses high significance as an important engineering achievement related to innovation or construction. Additionally, research did not reveal evidence suggesting that the roadway is a unique example or feat of engineering, but rather, that it was constructed using well-understood methods and materials. The roadway does not demonstrate elements that differentiate it from other roadways from the period built in unincorporated areas of El Paso County. For these reasons, the overall linear resource does not possess significance under NRHP Criterion C.

**Criterion D:** Stagecoach Road is not significant under NRHP Criterion D. The building techniques associated with the resource are commonly understood and it does not contain new information that would advance contemporary knowledge of roadway construction. Therefore, the overall linear resource is not significant under NRHP 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)

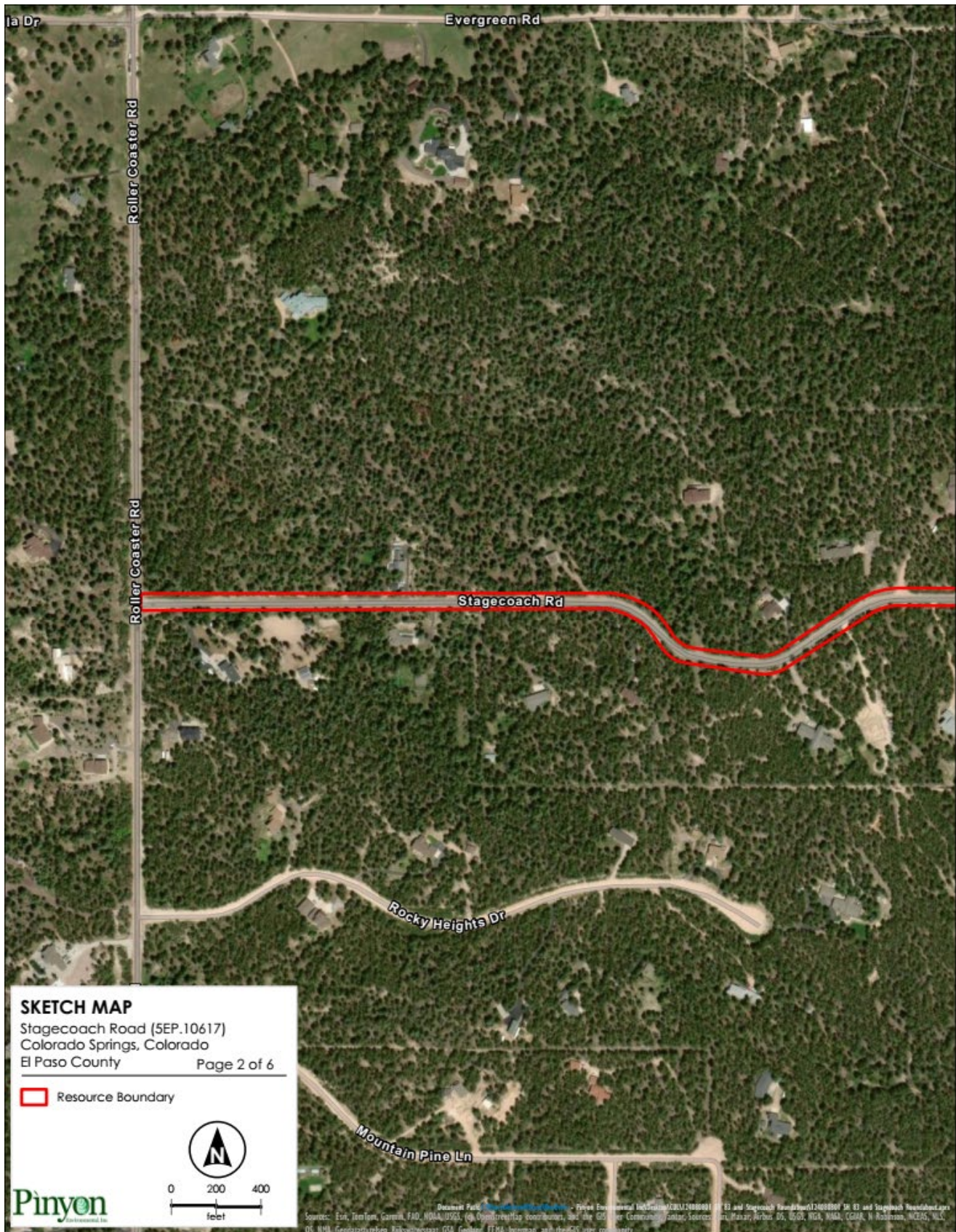
Supporting       Non-supporting       Not applicable

**Remarks / Justification:** For resources lacking significance under the NRHP Criteria, integrity is not assessed.

20. Recorder(s): Cameron Weishoff

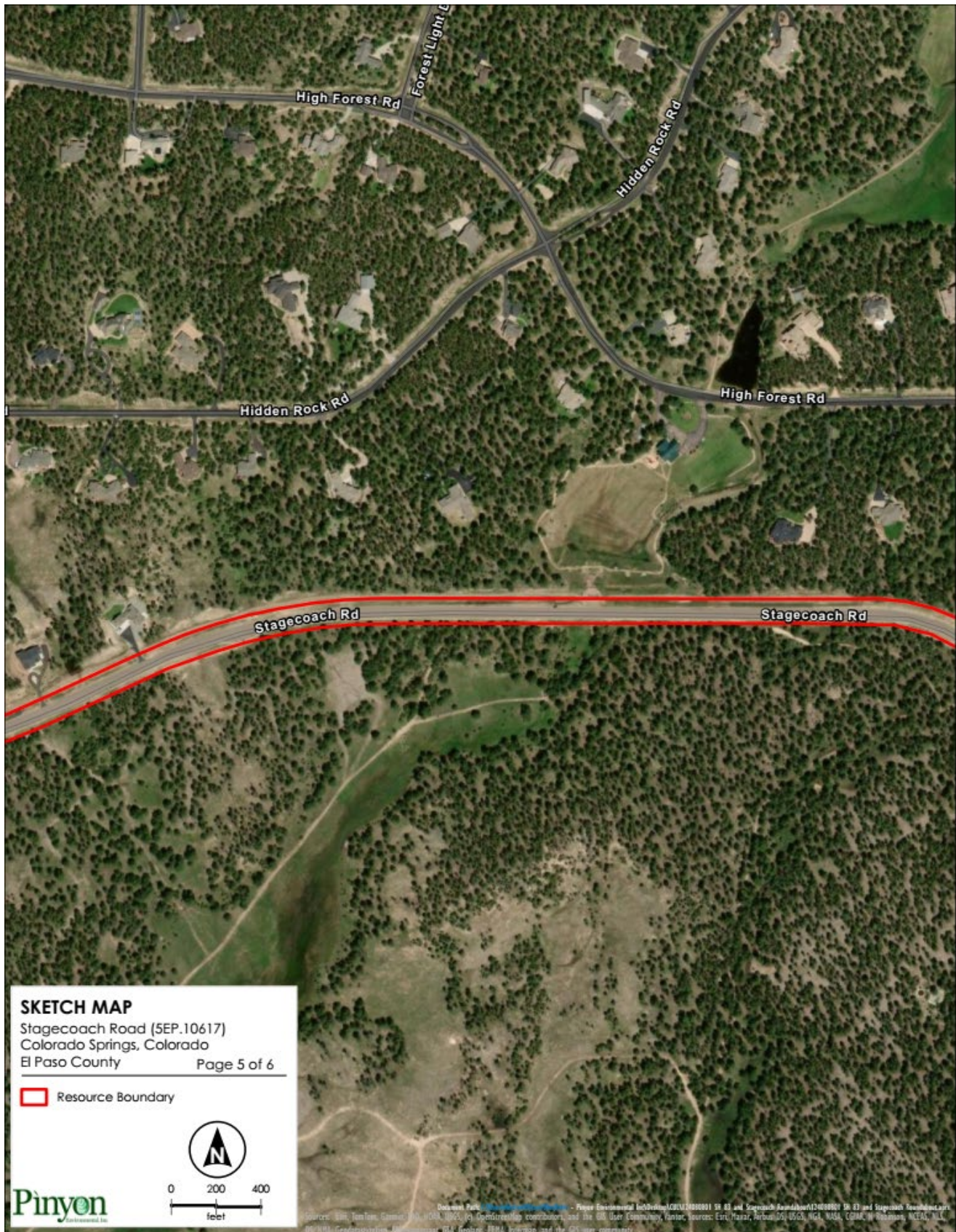
21. Date: December 16, 2025





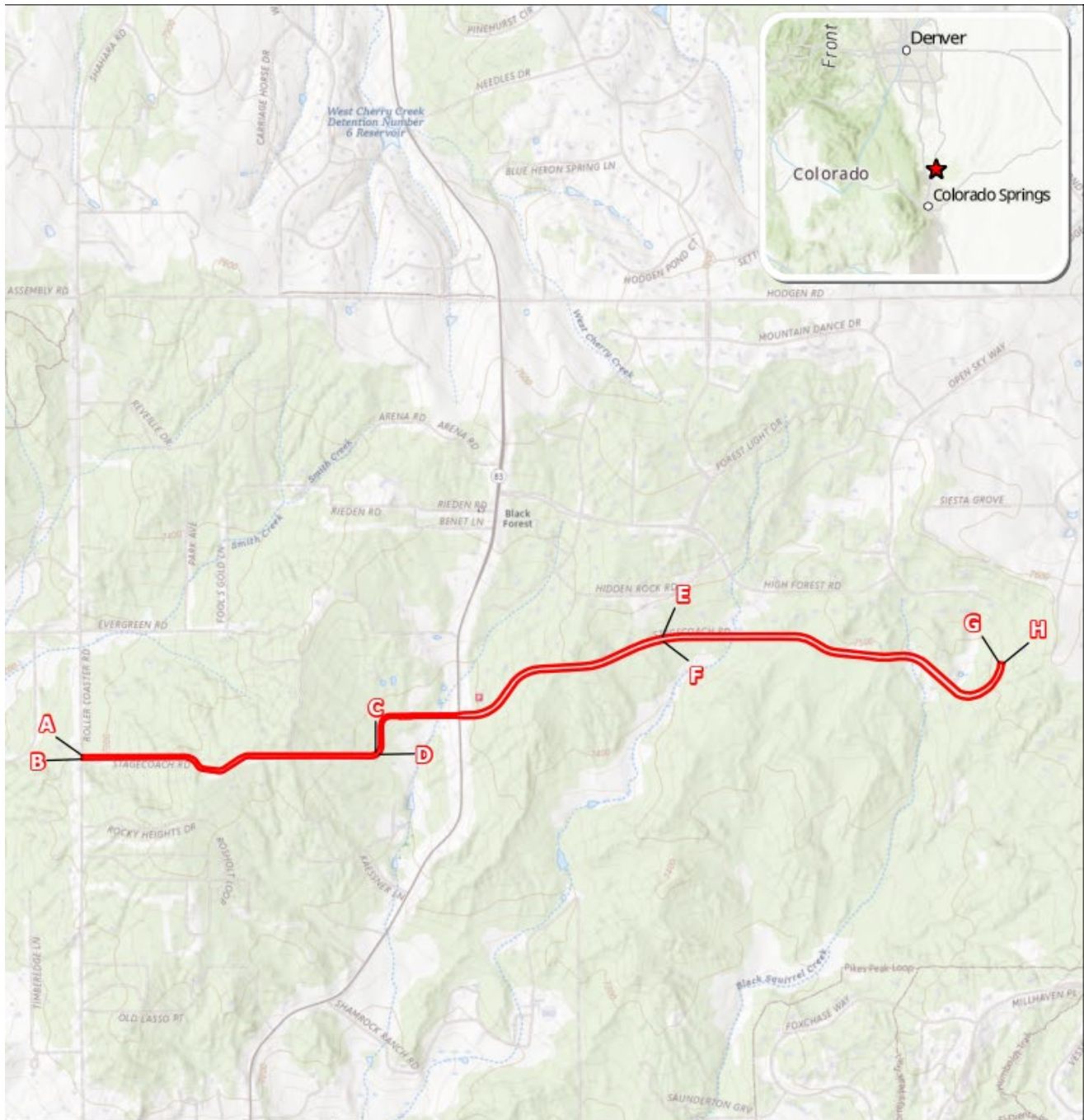






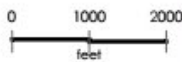


### Topographic Map



**TOPOGRAPHIC MAP**  
Stagecoach Road (5EP.10617)  
Colorado Springs, Colorado  
El Paso County

 Resource Boundary



**Pinyon**  
ENVIRONMENTAL INC.

Name	Xmeters	Ymeters	Name	Xmeters	Ymeters
A	518621.38	4322470.41	E	521407.13	4323042.69
B	518621	4322452.64	F	521413.5	4323016.42
C	520030.82	4322485.23	G	523022.96	4322917.08
D	520046.34	4322474.96	H	523046.69	4322913.89

Document Path: C:\Users\Andrew\OneDrive - Pinyon Environmental Inc\Desktop\NCLM\24000801 SW 83 and Stagecoach Roundabout\24000801 SW-83 and Stagecoach Roundabout.aprx  
 USGS The National Map, National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; US Census Bureau TIGER/Line data; USFS Road data; Natural Earth Data; U.S. Department of State; NOAA National Centers for Environmental Information Data refreshed October 27, 2025. Esri, NAD83, NGA, USGS, FEMA, Source: Esri, TerraByte, Garmin, FDO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, Garmin, USGS

## Site Photographs



**Photo Number:** 5EP.10617\_1  
**Description:** Looking at the roadway as it traverses east from the western terminus, which is the intersection of Stagecoach Road and Roller Coaster Road. Note the steep incline.  
**View:** East



**Photo Number:** 5EP.10617\_2  
**Description:** Continuing east along the roadway.  
**View:** Southeast



**Photo Number:** 5EP.10617\_3  
**Description:** Continuing to traverse east along the roadway.  
**View:** East



**Photo Number:** 5EP.10617\_4  
**Description:** Approaching a curve along the roadway.  
**View:** East



**Photo Number:** 5EP.10617\_5  
**Description:** Traversing east along the roadway.  
**View:** Northeast



**Photo Number:** 5EP.10617\_6  
**Description:** Looking along the roadway as it approaches SH 83 in the distance.  
**View:** East



**Photo Number:** 5EP.10617\_7  
**Description:** View of the roadway as it intersects SH 83.  
**View:** East



**Photo Number:** 5EP.10617\_8  
**Description:** Continuing east along the segment after intersecting SH 83. Note the roadway curving along the hilly landscape.  
**View:** Northeast



**Photo Number:** 5EP.10617\_9  
**Description:** Traversing east along the roadway.  
**View:** East



**Photo Number:** 5EP.10617\_10  
**Description:** Looking at the roadway as it approaches the roundabout with Shortwall Drive. The roadway turns to the left (north) where it ends at its eastern terminus, consisting of a roundabout at Stagecoach Road and Old Stagecoach Road.  
**View:** Southeast