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United States Department of the Interior
National Park Service

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Nat. Register of Historic Places
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Delgado Street Bridge

other names/site number Delgado Bridge; Bridge # 4075

2. Location

street & number Delgado Street over the Santa Fe River

city or town Santa Fe

state New Mexico code NM county Santa Fe code 049 zip code 87501

<input type="checkbox"/>	not for publication
<input type="checkbox"/>	vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Jeff Pappas

5/26/15

Signature of certifying official/Title

Date

Dr. Jeff Pappas, New Mexico State Historic Preservation Officer
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain):

Lee Edson H. Beall
Signature of the Keeper

8.3.15
Date of Action

Delgado Street Bridge

Santa Fe, NM

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property

(Check only **one** box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

One. Bridge is a contributing prior-to-period-of-significance resource to the Santa Fe River Park Channel historic district.

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation/road-related

Current Functions

(Enter categories from instructions.)

Transportation/road-related

7. Description

Architectural Classification

(Enter categories from instructions.)

No style

Materials

(Enter categories from instructions.)

foundation: Concrete

walls: N/A

roof: N/A

other: N/A

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Constructed in 1927 and 1928, the Delgado Street Bridge spans the Santa Fe River, connecting Canyon Road to Alameda Street. The approximately 40'-6"-long bridge is made of a single reinforced-concrete deck-girder span arranged at a skew over the stream. The girders rest on concrete abutments with skewed wingwalls. The north end of the superstructure sits on cast-steel plates, while the east end rests cast-steel rocker bearings. The 23'-5"-wide deck carries two lanes of traffic over a 22'-wide concrete roadway. The deck is framed by sturdy concrete posts and railing ornamented with recessed stamped panels. The railing continues along the radii of the curve, creating a gateway effect. In appearance, the structure presents a nearly unaltered vision of the urban bridge design aesthetic of the 1920s. In this regard it retains the seven aspects of location, design, setting, materials, workmanship, feeling and association.

Narrative Description

The Delgado Street Bridge is situated southeast of the historic Plaza in the Santa Fe Historic District, in a residential neighborhood populated with mostly one-story houses constructed in the 1920s and '30s. To the north is Alameda Street, a two-lane thoroughfare developed after the bridge as a parkway and a connection between the downtown and the growing Eastside neighborhoods. Between the bridge and the Alameda is a grassy area with a serpentine concrete sidewalk created as the Santa River Park. Southeast of the crossing is the intersection with what locals refer to as "Dirt" Alameda Street, an unpaved section of the Alameda predating the road across the river.

The Santa Fe River flows south and southwest from its headwaters in the Sangre de Cristo Mountains, northeast of the city, eventually converging with the Rio Grande near Pueblo de Cochiti. In the 1930s, the Civilian Conservation Corps channelized the river through this area with heavy rock walls as part of a project which is listed on the National Register of Historic Places. As two upstream dams govern the river's flow, the waterway is intermittent with many periods when it is completely dry. Recent efforts to maintain a stream flow, however, have resulted in increased vegetation and aquatic life, including thickets of native grass and willows surrounding the bridge.

Design

The bridge spans the river by a single 40'-6"-long span composed of a concrete girder-deck carrying two lanes of traffic over a 22'-wide concrete roadway (Photos 1-2). It crosses the river at a skew, with its deck meeting the street at an angle. The expansion joints at the edges are protected by 7" steel plates.

There are no sidewalks, yet pedestrians use both sides of the structure to cross the river. A sturdy handrail runs along the outer edge of the deck. It sits on an approximately 10" high curb and consists of concrete posts with intersecting solid panel rails. The center posts measure 12"x12" while the end posts double in thickness (24"x24") for proportion. The edges of the hand railing—as with all edges of the bridge—are finished with a 1" chamfered plane. The unit-built posts and rails have recessed panels stamped to give them a textured appearance. The railing panels are recessed 3" from the outer plane, giving them a relief effect.

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The railing continues beyond the bridge, making a curve to terminate with large end posts (Photo 3). This treatment for urban bridges in the 1920s created an inviting gateway-like effect.

Superstructure

The bridge's superstructure is made of four concrete deck-girder "beams" measuring approximately 40' in length (Photo 4 & 5; Figure 2). Following the philosophy of the period, the girders were cast thin and deep to decrease the cost of the bridge. Each girder is approximately 2'-4" deep, 1'-4" wide and spaced approximately 4'-4" apart. The outer girder extends beyond the roadway at an angle to form the base for the hand railing.

The superstructure is supported by reinforced concrete abutments showing the impression of the original 5 3/4" formwork. The abutments are topped with bridge seats with raised platforms holding each girder end. Due to a condition from the State Highway Department in the bridge contract, the south end span rests on cast-steel, pin-type rocker bearings, while the north end rests on cast-steel plates.

Positioned between the deck and the 1" thick bottom plate, or masonry plate, is the rocker-bearing assembly. The "rocker" is a curved piece of heavy steel with a 4" thick pin assembly (Photo 6). The rocker can tilt back and forth allowing movement of the beams above. The girders at the north end sit on cast steel rockers on top of masonry plates, but without the pin assembly. This treatment was mandated to reduce problems caused by settlement of the stream bank, including the cracking of a beam on a bridge constructed by the same contractor upstream. Though this bearing system was commonly used during the early 20th century, modern bridges are designed with a different bearing system, eliminating the pin-type assembly for all but railroad structures.

Substructure

The bottom abutments are pierced with a line of four steel pipe weep holes for soil drainage. The substructure continues beyond the bridge with tapered concrete skewed wing walls showing the impression of the original 4" formwork. The northwest and southeast wing walls are obscured by rockwork of the 1930s CCC project. In addition, the upper part of the southwest wing wall has been penetrated to carry pipes.

Integrity

The Delgado Street Bridge, with its rocker-bearing system and unit-built panel railing is singular to Santa Fe, if not New Mexico. Changes of integrity include only the penetration of the southwest wing wall and the effect of the channel improvements made in the 1930s. The five steel pipes attached to the outer west girder by metal brackets do not detract from the overall integrity of the bridge. In this regard, Delgado Street Bridge retains a high degree of integrity in the aspects of location, design, setting, materials, workmanship, feeling and association.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Engineering

Period of Significance

1928-1965

Significant Dates

1928—Delgado Street Bridge completed.

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

Levy Construction Company

Period of Significance (justification)

The period of significance begins with the completion of the bridge in 1928 and ends with its continued use through 1965 (the 50-years-of-age end date).

Criteria Considerations (explanation, if necessary)

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N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Delgado Street Bridge is significant at the local level under National Register Criterion A in the area of community planning and development because, as the oldest surviving vehicular span over the Santa Fe River, the bridge contributed to residential growth on the south side of the river. After the previous bridge was swept away in a flood in 1904, the city waited nearly 24 years for its replacement. This was due in part to a severe lack of funding to build infrastructure during the territorial and early statehood periods. Only with an increased taxable population, along with the introduction of project-specific levies and bond instruments in the 1920s, could Santa Fe County, the original owner of the bridge, pay for its much-delayed construction in 1927 and 1928. The bridge is significant at the local level under National Register Criterion C in the area of engineering because its rocker-bearing system and unit-built panel railing is singular to Santa Fe and its distinct cast-concrete railing projects a modern appearance, which Santa Fe sought in the 1920s as it evolved from a provincial town to a modern city.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Delgado Street Bridge is significant at the local level under National Register Criterion A in the area of community planning and development because it is an excellent example of Santa Fe's infrastructure improvement program in the 1920s, which involved projects that reflected Santa Fe's growth and modernization after statehood. The delayed construction is emblematic of the state's struggles to build infrastructure during the territorial and early statehood periods when resources and financing tools were limited. Only with the availability of federal highway aid and bond instruments, was the young state, including its counties and cities, able to invest in infrastructure.

The Delgado Street Bridge, completed in 1928, is significant at the local level under National Register Criterion C in the area of engineering as an excellent example of an unaltered concrete deck-girder bridge with a rocker-bearing system, the only one of its kind in Santa Fe, and a distinct cast-concrete railing. The paneled railing projected a modern appearance at the moment the city was forging a new modern identity.

Developmental history/additional historic context information (if appropriate)

On September 30, 1904, citizens of Santa Fe gathered along the north bank of the Santa Fe River to watch the ravaging waters of a torrential rain roar by. As reported by the newspaper, the rain of that night and the day before broke all records. Over the 24-hour period, 2.30 of precipitation fell continuously,¹ sending water barreling down the city's main waterway—the *Rio Santa Fe*.

¹ *Santa Fe New Mexican*, September 30, 1904, 1.

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The raging waters had chewed at the banks of the river, sending part of a blacksmith shop downstream and tearing away the wingwalls of the recently completed Don Gaspar Bridge. Farther upstream, the punishing river swept away several bridges, including the Delgado Street Bridge that linked Palace Avenue to Canyon (then Cañon) Road.

The day after the flood, blame was aimed in all directions. Land owners with property adjacent to the river were blamed for not complying with a 1903 city ordinance requiring them to erect “breakwaters” along their property to protect the river bank. City officials were blamed for not cleaning out the river channel, as “promised.”² County Commissioner Arthur Seligman, who toured the river that day, said convicts would clean the channel, and assured that “the county would promptly repair the damage to the Don Gaspar Avenue bridge and take measures to rebuild the Delgado and Canon street bridges.”³ Yet it would take nearly 24 years for the county to make good on its promise to rebuild the Delgado Street Bridge. When the rebuilding was completed in 1928, the Delgado Street Bridge was built to withstand all floods. But it was also designed to reflect a different Santa Fe than what existed in 1904; a small town that had grown to almost a city, with a desire to prove that it was modern in planning and infrastructure.

An Untamed River

In c.1609 to 1610, when Don Pedro de Peralta, the newly appointed governor of the Spain’s royal province of New Mexico, relocated the colonial capital from San Gabriel to Santa Fe, the availability of water from the Rio Santa Fe was a leading consideration in his selection of future Santa Fe.⁴ A once wild river, the Rio Santa Fe provided sufficient water for domestic use for a town to develop on the north side of its banks and an agrarian area to till on its south side. For nearly three centuries, the river would act as a demarcation between these two areas, with the south primarily in agricultural production well into the early 20th century.

The extension of Palace Avenue in the 1860s, and the construction of the first Delgado Street Bridge in 1893, began to move residential development to the south side, changing the once agrarian feeling of the area forever.⁵ But occasional torrential rains, which turned the river into a path of destruction, hindered development along much of its course. In 1872, a particularly destructive flood swept away all of Santa Fe’s wagon- and footbridges, as the river swelled to a “reef-like front six feet high.”⁶

With increased population combined with a need to tame its flow, Rio Santa Fe was constricted in 1880 with the construction of Stone Dam, creating an upstream impoundment and the city’s first source of municipal water. Over the next decades, additional dams were built to increase water supply and suppress flooding, but periodic heavy rains continued to take their toll on infrastructure along the river.

On March 9, 1903, the city passed an ordinance to improve the river’s flow and prevent flooding and scouring of its banks. Until that time, as stated in the ordinance, “the custom [was] to use the Santa Fe River for a dumping ground for dirt and garbage... thereby obstructing the stream and causing the waters to take diverse courses to the detriment of adjacent property.”⁷ The ordinance called for the city

² Ibid.

³ Ibid.

⁴ Paraphrased from, David Kammer, “Santa Fe River Park Channel,” National Register of Historic Places nomination, 2008, 8-14.

⁵ Corrine P. Sze and Beverly Spears, *Santa Fe Historic Neighborhood Study*, 1988, 120.

⁶ Ibid., paraphrased and *Santa Fe New Mexican*, August 20 1872,1.

⁷ *Santa Fe New Mexican*, March 10, 1903,10.

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engineer to survey the river from Delgado Street downstream to the Rio Grande Railroad bridge for the purpose of building earth and rock structures “to confine the flood waters to a channel.”⁸ The ordinance would later lead to a provision that adjacent property owners were required to build breakwaters to protect the river bank. Not every property owner complied with the ordinance before the calamitous flood of 1904, resulting in an S-shape channel, which allowed the powerful flood waters “to swing in behind the wing walls” of the Don Gaspar Bridge and nearly destroy it” while causing other damage.⁹

After the flood, the city shifted its resources to build the breakwaters. By March 1905, the city had contracted with Encarnacion Barela, a local builder, to construct continuous breakwaters on the north bank between Delgado Street and the Don Gaspar Bridge. The breakwater, as described in a newspaper account, was to be made of cedar posts, brush and stone, with cottonwood trees planted at 12’ intervals on top of the bank.¹⁰

Yet a day before the project was to start, the city council found the \$500 secured for the work was too little. At a March 1, 1905 city council meeting, the council introduced a “strong” resolution that the “Board of County Commissioners should do no less” in funding the project.¹¹ The resolution stated the money set aside for the project was “wholly insufficient to warrant the commencement of the undertaking.”¹² The council concluded that it was only natural for the city to plead that “it seems just and proper that the Honorable Commissioners should join the public spirited citizens of this place who have so liberally subscribed to this work.”¹³ The county took up the matter four months later at a July 3, 1905 Board of County Commissioners meeting, concluding they could only consider it under advisement, “having no available funds at the present time” to contribute to the project.¹⁴

The city’s poorly timed request for additional monies highlighted the then-complicated management of the Santa Fe River and its crossing, and its lack of resources to build infrastructure. The city itself, under authority of the Territory of New Mexico, managed the river through its jurisdiction, yet the vehicular bridges spanning the river were financed and maintained by the Santa Fe County Board of County Commissioners. Adding to the complexity, the river bank under local ordinance was the responsibility of the adjacent property owner.

Initially, because of the territory’s limited taxable property, non-existent federal aid, and the fact that all expenditures were controlled by the county commissioners, infrastructure improvements were extremely scarce as Santa Fe competed with the county’s other 22 precincts for a small slice of the small funds.

Aside from direct property taxes, the county could raise money through special mill-rate taxes, (usually one-tenth of a cent, but in some instances less). As example, in July 1905 the county passed a number of mill-rate taxes to fund its functions. The highest mill-rate (\$0.015 per dollar) was applied for “Territorial Purposes,” followed by separate \$0.005 taxes to be applied to a “General County” and “Court Fund.” The lowest mill rates approved were the “Road Fund” at \$0.001, followed by the “El Camino Real Fund” and “Deficiency Bridge Fund,” both at the pitiful \$0.0005.¹⁵ (While not defined

⁸ Ibid.

⁹ *Santa Fe New Mexican*, September 30, 1904, 1.

¹⁰ *Santa Fe New Mexican*, March 1, 1905, 1.

¹¹ Ibid.

¹² Ibid.

¹³ Ibid.

¹⁴ Santa Fe County, “Journal of Board of County Commissioners, Journal No.3, 1902-1908,” 351.

¹⁵ Ibid., 354.

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separately that year, past records indicated that earlier mill rates for a “Bridge Fund” were set at \$0.003.¹⁶ Even then, there was only approximately \$4,787.47 at the beginning of 1904 to be applied to all bridge construction and repair projects throughout the county).¹⁷

Indifference and Lethargy

Six months after the flood, the Board of County Commissioners still had not made good on their promise to replace the Delgado Street and Cañon Road bridges. An editorial in the *Santa Fe New Mexican* chided the county for having the wherewithal to build two stone bridges—Don Gaspar Avenue and College Street—that were “monuments to a progressive board of county commissioners,” but taking no action to rebuild the Delgado Street crossing.¹⁸

Two years later, the county had still not taken steps to replace the Delgado Street Bridge. Concerned because of the steep drop off, locals had erected a 2” plank for use as a footbridge. Several editorials in the *Santa Fe New Mexican* complained about the lack of progress, calling for immediate attention to replace the bridge, as “Delgado is one of the most important cross streets of the town.”¹⁹ A year later, with still with no work initiated, the newspaper called the board of commissioners “indifferent” and accusing them of extreme “lethargy,” asking: “But why should the county authorities worry as long as they are not inconvenienced personally?”²⁰

In 1910, with a new courthouse completed and a petition circulating to replace the Delgado Street Bridge, an editorial in the *Santa Fe New Mexican* stated there was “no further excuse delaying the construction of the Delgado Street bridge.” It asserted that Santa Fe deserved a “substantial bridge across the Santa Fe river.”²¹ Despite the petition and protests, the county did not replace the bridge; it would take another 18 years for the “substantial bridge” to be built.

City Planning

The City’s infrastructure, including its management of the Santa Fe River, began to change with statehood in 1912. That year, then-mayor Arthur Seligman, the same individual who promised to replace the bridge in 1904, formed the Santa Fe Planning Commission to delineate the city’s future urban growth. The commission called for a “city different” that would emphasize its traditional architecture and preserve its historic meandering streets.²²

Yet the plan came with more progressive elements including the development of parks and boulevards. One of these, *Parque del Rio*, would follow the river, extending two miles from the city’s pump house at the east, to a point where it intersected with the Arroyo Mascaras at the west.²³ The park would be flanked by landscaped boulevards on both sides of the river, forming the *Paseo del Rio*, with artfully designed bridges. Despite citizens’ efforts, much of the plan would not be enacted until the late 1920s, and enhanced by the New Deal in the 1930s, but even then what was constructed was much less grand than what was originally envisioned.

¹⁶ The rate for 1903, *Ibid.*, 226.

¹⁷ *Ibid.*, 262.

¹⁸ *Santa Fe New Mexican*, May 5, 1905, 2.

¹⁹ *Santa Fe New Mexican*, June 8, 1907, 2.

²⁰ *Santa Fe New Mexican*, December 30, 1908, 4.

²¹ *Santa Fe New Mexican*, March 25, 1910, 4.

²² David Kammer, 2008, 8-14.

²³ *Ibid.*

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A year into the plan, Levi A. Hughes, a local wool buyer and First National Bank of Santa Fe stockholder, approached the Board of County Commissioners on June 5, 1913, with a petition to replace the Delgado Bridge. Under the state constitution, the Board of County Commissioners required a petition signed by 400 registered tax payers, who in the document would “pray for” consideration of an improvement, before the board could even consider the matter. While the petition is recorded to have included signatures from “a large number of tax payers,” it apparently didn’t include the mandatory 400 autographs, resulting in the board only considering the request and taking no action.²⁴

Federal Aid

A few years after the city began to “awaken public interest in city improvement,” a new source of funding became available for road-related infrastructure. Up until the Federal Aid Road Act of 1916, the federal government demonstrated little interest in funding state highway construction. The Act distributed monies on a formula based on a state’s population, land mass and existing road network, with the state required to pay 50 percent of a project’s cost. To receive aid, states were mandated to organize a non-partisan highway commission and possess technical expertise to prepare surveys, plans and project specifications for review by the federal Bureau of Public Roads.

The perennially strapped Santa Fe County jumped at the chance to apply for federal aid, passing a resolution during a 1917 County Board of County Commissioners meeting, “to co-operate with the Federal Government and State of New Mexico for the construction, improvement and maintenance of roads and bridges within” the county.²⁵

By doing so, the County agreed to adopt the standards of bridge construction and maintenance used by the State Highway Department—a move that would greatly affect the construction and maintenance of bridges over the Santa Fe River up to the present. This included establishing a joint agreement in which the State Highway Commission would “supervise construction, maintenance and repair” of all bridges within the county.²⁶ This involved paying the state highway engineer—then James A. French, a civil engineer with railroad and reclamation project experience, who had already been designing roads for the county, with a regular contract paid through warrants. While federal aid helped fund bridge construction in Santa Fe County, it was directed only to those structures tied to a state or federal highway, such as the Bridge of the Hidalgos on Grant Street. In this way, it did little to solve the quandary of rebuilding the Delgado Street and other local-use spans over the Santa Fe River.

Another Delay

In 1917, James A. French was directed by the county to design a replacement for the long-removed Delgado Street crossing. By August he had completed plans for the bridge.²⁷ The county took no action on it until April 1918, when a second set of drawings was completed. The latter drawings included two versions of a graceful closed-spandrel concrete arch bridge with a single 50’ span. The design harkened to the earlier 20th-century City Beautiful movement, and may have been too grand for the setting. The county took up the issue again in the summer of 1918, advertising for bids to build a bridge Delgado Street. At a special meeting on Saturday, July 18, 1918, the board postponed further

²⁴ Santa Fe County, “Journal of Board of County Commissioners, Journal No.4, 1909-1921,” 155.

²⁵ Ibid., 364.

²⁶ Ibid., 365.

²⁷ *Santa Fe New Mexican*, August 7, 1917, 3.

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action on the bridge until French could review the contractor proposals. Due to an undisclosed reason, the county did not act upon the bids, and returned the surety money to the contractors in August.²⁸

The bridge did not come up again until the last meeting of the year, in which the outgoing members deferred the matter to the incoming Board of County Commissioners of 1919. The new board did not take up the Delgado Street Bridge in 1919, but instead directed their attention to a petition to build a bridge at Grant Street Bridge—the Bridge of Hídalgos—over Arroyo Mascaras, a petition that came with the required 400 signatures.²⁹ Being situated on a designated state highway, it was eligible for federal aid. This would benefit not only Santa Fe but also, as the board noted, the “northern precincts of the county and [other] counties of the state.”³⁰ But even with federal aid, augmented by a special “3 mills” tax that year, the county depleted its bridge funds building the Grant Street crossing.³¹ With this competition for limited county money, and no chance of gaining federal aid, the Delgado Street and other local bridges would have to wait almost another ten years to be constructed.

A Promise Fulfilled

In the mid-1920s, the City of Santa Fe began a major program of beautification and infrastructure development that influenced the building of its delinquent bridges. The city had grown rapidly during the 1920s through migration and annexation, doubling in population from 1910 to 1930, and began to seek civic improvements that were part of any modern city. During the late 1920s, the city council introduced numerous new ordinances, including those instituting sanitation controls, building permits and parking regulations.³² The larger effort was to develop modern infrastructure to facilitate growth and efficiency. This included an expensive “trunk of line of sewers,” paved streets, sidewalks, street lights, and as always, improving the river. These were financed through bond issues and special property assessments, many which were protested during city council meetings.³³ The program included, as stated in the *Santa Fe New Mexican*, “construction of proper bridges and the opening of the river drives which is such an attractive feature in every city.”³⁴

But while the council supported a Street and Bridge Committee, they were nearly powerless in regard to building bridges along the river because of the county’s authority over these crossings. At a city council meeting on January 13, 1927, the body could only approve a wooden footbridge at Delgado Street to facilitate “children attending the Canyon Road School who were obliged to cross the river several times a day, as well as to the taxpayers on Alameda and Delgado Streets and other streets in that locality.”³⁵

Delgado Street area residents sent a new petition to the Board of County Commissioners to finally make good on their promise to rebuild the bridge. At an August 26, 1926 Board of County Commissioners meeting, Clarence J. Roberts, an attorney living at 116 Delgado Street, delivered a petition with the required 400 signatures to replace the bridge. (Another petition of 400 signatures was submitted that evening to rebuild the Palace Avenue Bridge).³⁶ After consideration, the board approved

²⁸ Santa Fe County, “Journal of Board of County Commissioners, Journal No. 4, 1909-1921,” 464.

²⁹ Ibid, 521.

³⁰ Ibid.

³¹ Ibid., 518.

³² City of Santa Fe, “City Council Minutes,” 1924 to 1927, Reel 24.

³³ Ibid.

³⁴ *Santa Fe New Mexican*, October 17, 1927, n. pag.

³⁵ City of Santa Fe, “City Council Minutes, January 13, 1927,” Reel 24.

³⁶ Santa Fe County, “Journal of Board of County Commissioners No. 6, 1923-1926,” 371.

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\$15,000 to build three bridges over the Santa Fe River, including the Delgado Street structure. The board believed the money could be raised with three \$5,000 levies applied over three years, to reach a total of \$15,000. With this blind confidence, it directed the state highway engineer “to immediately prepare plans and specifications” for the bridges.³⁷

Four months later, the Board again took up the bridge replacement projects. They established that sufficient funds had been secured through the first levy to build one bridge—the Palace Avenue span. They authorized the usual course of action in which the state highway department would advertise the project, supervise the letting of bids, and its construction.³⁸ This represented the last action of the Board of County Commissioners of 1926. As in the past, they forwarded the Delgado Street Bridge issue to the next year’s incoming board.

At the first meeting of the Board of County Commissioners on January 3, 1927, as the new commissioners were sworn in, Clarence J. Roberts (this time accompanied by George Mignardot, a prominent merchant, and William Rose, a deputy clerk for the U.S. Federal Court), reminded the board of their obligation. In response, the commissioners made a promise that at the “first legal opportunity,” the change of the fiscal year in June, they would include \$10,000 in the annual budget for the bridge, continuing that they “would use every effort to get said levy approved and use every means within their power, if the budget allowance were improved, to construct the bridge at the earliest time possible.”³⁹

Limping along with the small levy funding inherited from the former board, the new commissioners authorized a special bridge fund at their next meeting in February. They had approached the president of the First National Bank of Santa Fe, who expressed “willingness” to establish a loan to the county to the build the Palace Avenue Bridge.⁴⁰ The Delgado Street Bridge still remained to be funded. Finally, with the loan program approved by the state comptroller, the Board of County Commissioners worked with the highway department to advertise bids for the now almost forgotten Delgado, Cañon and Hancock street bridges.

At their August 9, 1927 meeting, the board considered a bid from the Levy Construction Company of Denver, the contractor for the Palace Avenue Bridge and a major bridge-building firm working throughout the Southwest. The firm proposed two bids. One was a unit price for each bridge, with the Delgado at \$7,012.50, and the other was a combined package of \$17,047.50, which represented an approximately 9% savings on each structure.⁴¹

The board took no action on the proposal until October. A friction arose between the contractor and the highway department over the construction of the Palace Avenue Bridge. This tension became apparent at the October 11, 1927, Board of County Commissioners meeting, when the commissioners considered a revised bid from the contractor to build the Delgado Street Bridge. In a September 27, 1927 letter, J. M. Muier of the Levy Construction Company tried to explain a change order for the Palace Avenue Bridge, which would also apply to the Delgado Bridge. According to his explanation, state highway bridge engineer E. B. Van de Greyn had required cast steel rocker and bed plates for the Palace Avenue span, which increased the cost of the project by \$190.95. The state engineer’s change arose from an issue of settlement at the abutments, which caused cracking in the Palace

³⁷ Ibid.

³⁸ Ibid., 410.

³⁹ Santa Fe County, “Journal of Board of County Commissioners No. 7, 1927-1929,” 9.

⁴⁰ Ibid., 18.

⁴¹ Ibid., 147.

Delgado Street Bridge
Name of Property

Santa Fe, NM
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Avenue Bridge's beams. Despite this flaw, the contractor protested in the letter that he didn't see "the necessity for this additional expense" finishing that "I am at a loss to understand how this would correct that condition."⁴² In spite of his remonstrations, the Board approved the bid for the Delgado Bridge — \$6,136.20 with \$190.95 for the additional design recommended by the highway department.⁴³

Bridge Design

Construction of the Delgado Street Bridge began in mid-October 1927. The contractor, with input from the highway department, selected a concrete deck-girder design for the crossing. Coming into general use in the 1920s, the reinforced deck-girder provided an inexpensive method to create a 25' to 45' unsupported span.

Early concrete girders consisted simply of steel I-beams encased in concrete. This primitive reinforcement system was short-lived, as the concrete had a tendency to crack and peel away from the beams. With the introduction of reinforcing rods and stirrups, the deck-girder became a popular design for short and medium spans of crossings with sufficient stream clearance.⁴⁴ Unlike the earlier bridges built over the river, the concrete girder permitted an unsupported span, free of a pier that could catch debris during heavy rains.

The selected hand railing was a sturdy post-and-rail design. Signifying the urban ambition of the program, the posts and rails were enhanced with recessed stamped panels and chamfered edges. Following the aesthetic of urban bridges of the period, the railing continued beyond the deck, tracing the radii of the wingwalls to create a gateway-like approach.

The bridge was finished by March 1928 at its original proposed unit cost of \$6,130.⁴⁵ A photograph of the completed structure appeared in the March 1928 issue of the *New Mexico Journal*, under the banner "Santa Fe is Developing Rapidly Attractively."⁴⁶ After 24 years of stubborn delay, the city received its substantial bridge at Delgado Street.

⁴² Ibid, 154-155.

⁴³ The Hancock Street Bridge once stood on what is today Sandoval Street. It was described as "identical" to the Delgado Street Bridge. Like the Delgado span, its construction was much delayed, with petitioners having to remind the Santa Fe Board of Commissioners to make good on their promise at a September 8, 1928 meeting, two years after they had submitted their petition. Santa Fe County, "Journal of Board of County Commissioners No. 7, 1927-1929," 230.

⁴⁴ John W Murphey, "Texas Historic Bridge Inventory, Survey of Non-Truss Structures: 1900-1950," Austin: Texas Department of Transportation, 1999.

⁴⁵ *Santa Fe New Mexican*, October 17, 1927.

⁴⁶ Advertisement, *New Mexico Highway Journal*, March 1928, 33.

Delgado Street Bridge
Name of Property

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Harger, Wilson G. and Edmund A. Bonney. *Handbook for Highway Engineers*. New York: McGraw-Hill Book Company, Inc., 1927.

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La Farge, Oliver. *Santa Fe: The Autobiography of Southwestern Town*. Norman: University of Oklahoma Press, 1959.

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_____. "Journal of Board of County Commissioners, No. 6, 1923-1926."

_____. "Journal of Board of County Commissioners, No. 7, 1927-1929."

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Santa Fe New Mexican, newspaper. Various years: 1903-1983.

Sze, Corrine and Beverly Spears. "Santa Historic Neighborhood Study." Santa Fe: City of Santa Fe, 1988.

Tobias, Henry J. and Charles E. Woodhouse. *Santa Fe: A Modern History, 1880-1990*. Albuquerque: University of New Mexico Press, 2001.

Delgado Street Bridge
Name of Property

Santa Fe, NM
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Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

Latitude/Longitude References

(Carry Lat/Long coordinates six decimal places to the right)

<u>A</u>	<u>35.684462</u>	<u>-105.931145</u>	<u>B</u>	_____	_____
	Latitude	Longitude		Latitude	Longitude
<u>C</u>	_____	_____	<u>D</u>	_____	_____
	Latitude	Longitude		Latitude	Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The National Register boundary is delineated in a heavy red line on map drawn to scale.

Boundary Justification (Explain why the boundaries were selected.)

This boundary includes the historic bridge constructed in 1928.

11. Form Prepared By

name/title John W. Murphey
organization FirstLight Consulting date September 2014
street & number 2833 Plaza Verde telephone 505-577-7593
city or town Santa Fe state NM zip code 87507
e-mail firstlightconsulting@gmail.com

State Historic Preservation Office

name/title Steven Moffson, State and National Register Coordinator
organization Historic Preservation Division date March 5, 2015
street & number 407 Galisteo Street, Suite 236 telephone 505-476-0444
city or town Santa Fe state NM zip code 87501
e-mail steven.moffson@state.nm.us

Delgado Street Bridge
Name of Property

Santa Fe, NM
County and State

Additional Documentation

Submit the following items with the completed form:

See recent changes to mapping requirements posted on the National Register website.

- USGS map (7.5 minute) Albuquerque West, NM.
- Sketch Map with National Register boundary.

Photographs:

Submit clear and descriptive photographs. The size of each image must be 6 megapixels measuring 3000x2000 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

See recent changes to photographic requirements posted on the National Register website.

Name of Property: Delgado Street Bridge

City or Vicinity: Santa Fe

County: Santa Fe

State: New Mexico

Photographer(s): John W. Murphey

Date Photographed: August 12, 2014

Photo 1 of 6: Streetscape and north approach, photographer looking southeast.

Photo 2 of 6: Bridge deck and railing, photographer looking north.

Photo 3 of 6: Curved section of railing, photographer looking north.

Photo 4 of 6: Upstream, east elevation, photograph looking southwest.

Photo 5 of 6: Deck-girders and north abutment, photographer looking north.

Photo 6 of 6: Pin-type cast-steel rocker bearing assembly, photographer looking southeast.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name City of Santa Fe

street & number 200 Lincoln Avenue telephone 505-955-6949

city or town Santa Fe state NM zip code 87501

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

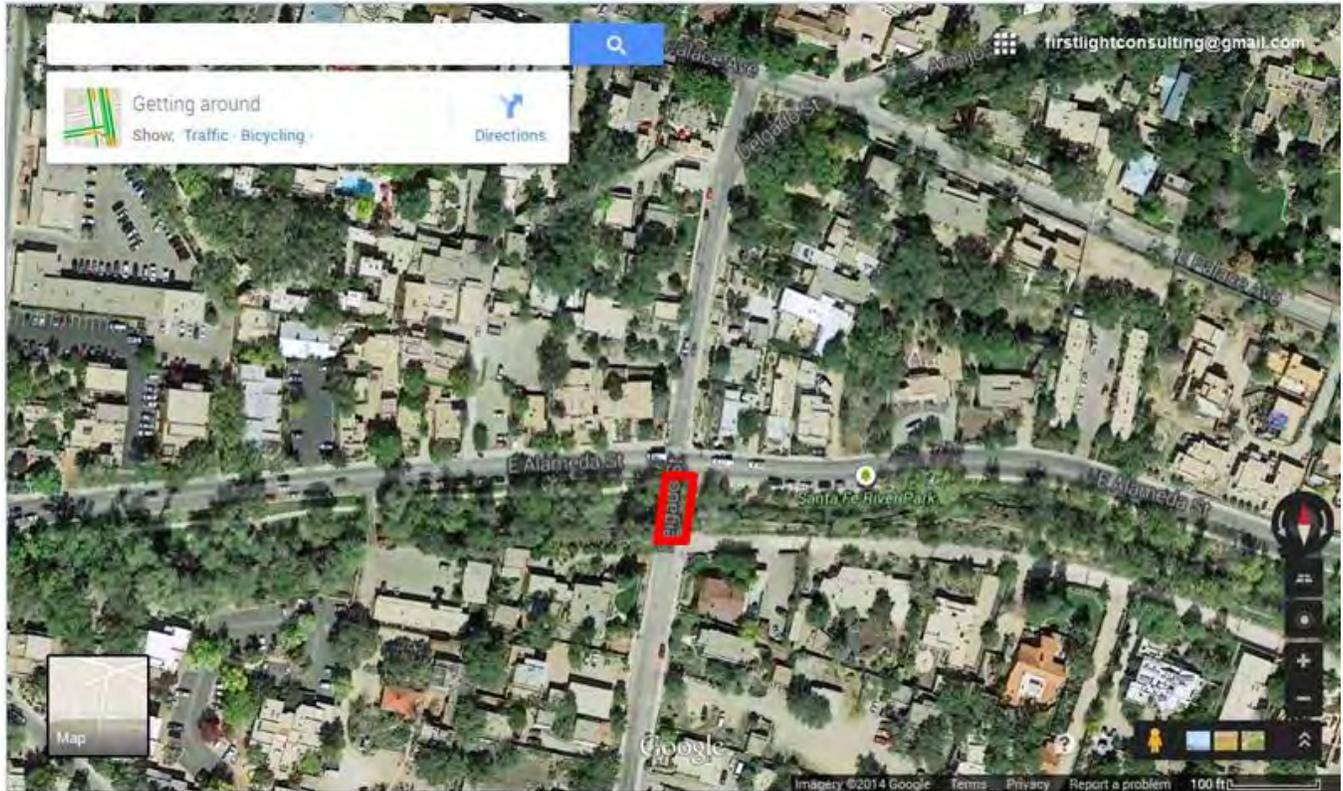
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Additional Documentation

Delgado Street Bridge
Name of Property
Santa Fe, NM
County and State
N/A
Name of multiple listing (if applicable)



Delgado Street Bridge
Santa Fe, Santa Fe County, New Mexico
Approximate scale: 1 inch = 100 feet
Heavy red line delineates National Register boundary

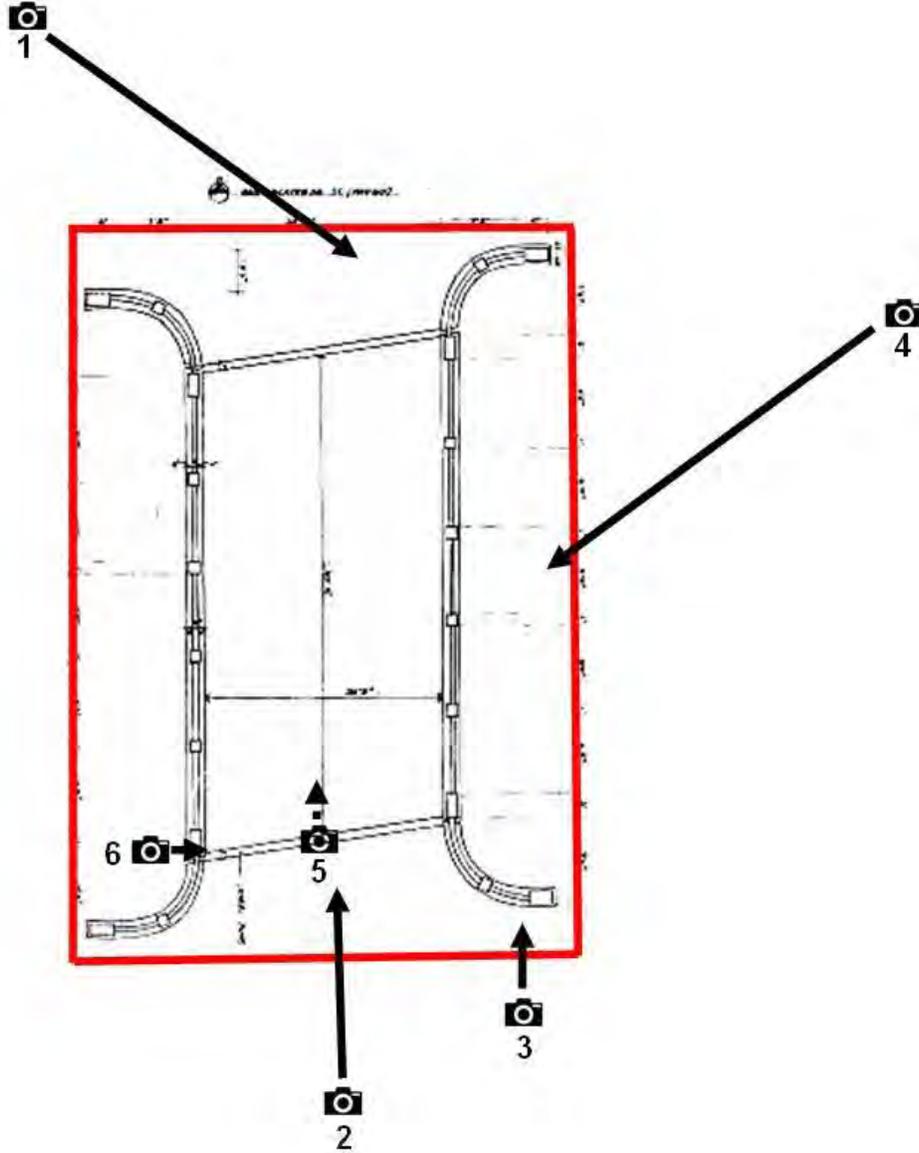


United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Additional Documentation

Delgado Street Bridge
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N/A
Name of multiple listing (if applicable)



Delgado Street Bridge
 Santa Fe, Santa Fe County, New Mexico
 Sketch Map
 Heavy line delineates National Register boundary
 2014 Drawing: Graciela Tome



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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Name of multiple listing (if applicable)

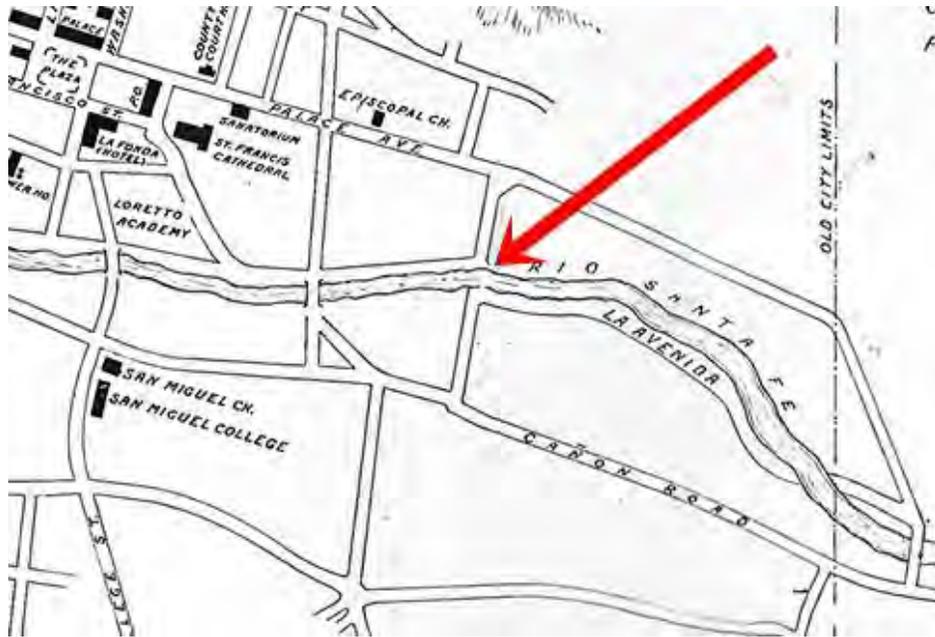


Figure 1: Delgado Street without bridge, taken from "Santa Fe, New Mexico," c.1920 map compiled by the Santa Fe Chamber of Commerce.

United States Department of the Interior
National Park Service

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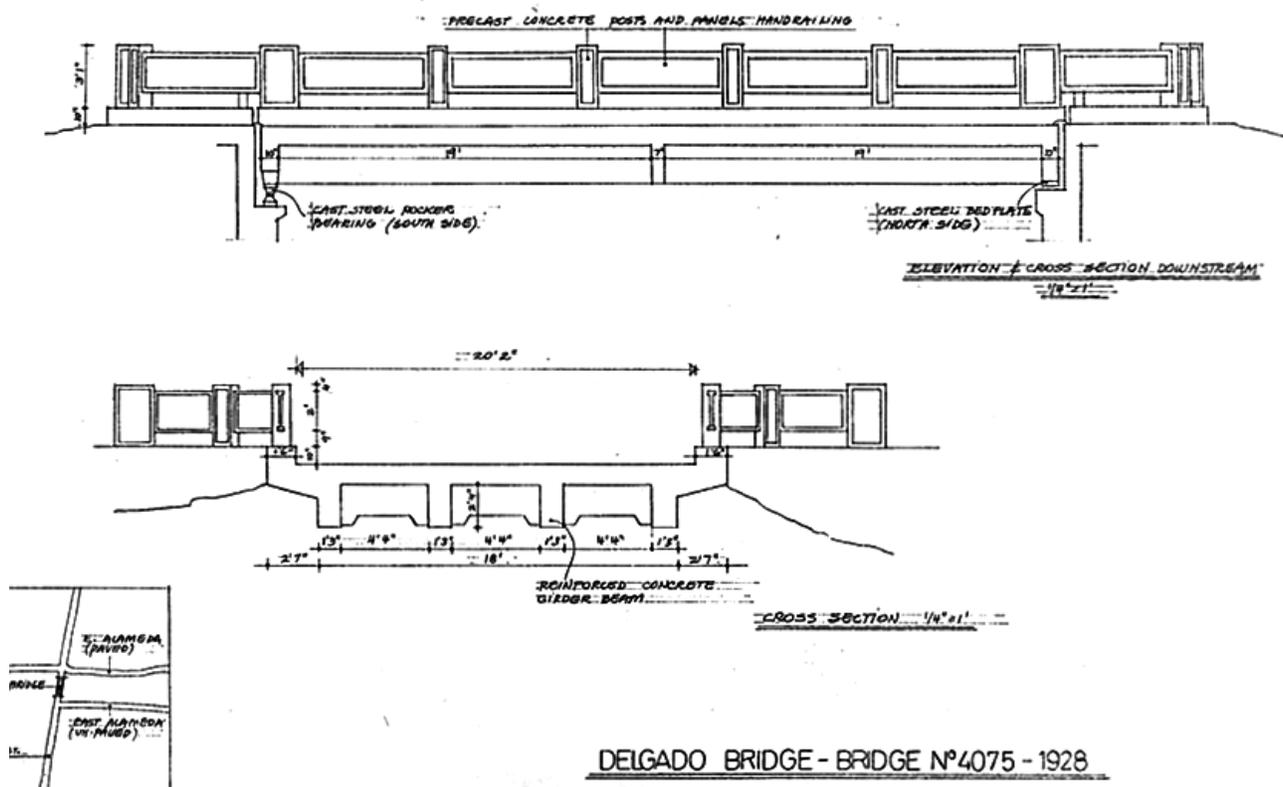


Figure 2: Bridge Drawing Set, August 2014, Graciela Tome.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
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Delgado Street Bridge Name of Property
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"300-2 R.W.B. Mar. '28. Canyon Rd. Br. Santa Fe"
 New Mexico State Highway and Transportation Photography Collection, Image No. 74007
 Box SN 24203, folder 283-300
 Courtesy of the New Mexico State Records Center and Archives
 1205 Camino Carlo Rey, Santa Fe, New Mexico 87507

NOTICE: This Material May Be Protected By Copyright Law (Title 17, U.S. Code)

Figure 3: Delgado Street Bridge, south approach, looking north, March 1928
(courtesy New Mexico State Archives, Sue Barton Collection)

**United States Department of the Interior
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300-1
 "Canyon Road Bridge, Santa Fe," 1928.
 New Mexico State Highway and Transportation Photograph Collection, Image No. 74006
 Box SN 24203, folder 283 to 300
 Courtesy of the New Mexico State Records Center and Archives
 1205 Camino Carlos Rey, Santa Fe, New Mexico 87507

NOTICE: This Material May Be Protected By Copyright Law (Title 17, U.S. Code)

Figure 4: Delgado Street Bridge, west elevation, looking southeast, March 1928
(courtesy New Mexico State Archives, Sue Barton Collection)

**United States Department of the Interior
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Photo 1 of 6: Streetscape and north approach, photographer looking southeast.

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Photo 2 of 6: Bridge deck and railing, photographer looking north.

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Photo 3 of 6: Curved section of railing, photographer looking north.

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Photo 4 of 6: Upstream, east elevation, photographer looking southwest.

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Photo 5 of 6: Deck-girders and north abutment, photographer looking north.

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Photo 6 of 6: Pin-type cast-steel rocker bearing assembly, photographer looking southeast.



ALAMEDA

LAKESHORE

WEIGHT
LIMIT
11
TONS



STOP

7th ALAMEDA

Santa Fe River
SANTA FE WATERSHED









UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Delgado Street Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW MEXICO, Santa Fe

DATE RECEIVED: 6/19/15 DATE OF PENDING LIST: 7/07/15
DATE OF 16TH DAY: 7/22/15 DATE OF 45TH DAY: 8/04/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000494

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 8.3.15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



STATE OF NEW MEXICO
DEPARTMENT OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION

BATAAN MEMORIAL BUILDING
407 GALISTEO STREET, SUITE 236
SANTA FE, NEW MEXICO 87501
PHONE (505) 827-6320 FAX (505) 827-6338

RECEIVED 2280

JUN 19 2015

Nat. Register of Historic Places
National Park Service

Susana Martinez
Governor

May 26, 2015

J. Paul Loether
National Park Service
National Register of Historic Places
1201 "I" (Eye) Street, N.W. 8th floor
Washington, D.C. 20005

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Delgado Street Bridge in Santa Fe County, New Mexico to the National Register of Historic Places.

- Disk of National Register of Historic Places nomination form and maps as a pdf
- Disk with digital photo images
- Physical signature page
- Sketch map(s)/attachment(s) in hard copy
- Correspondence
- Other:

COMMENTS:

- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do do not constitute a majority of property owners.
- Special considerations:

Sincerely,

Steven Moffson
State and National Register Coordinator

Enclosures