United States Department of the Interior Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only received DEC 2.7 1984 date emicral //3//25

See instructions in *How to Complete National Register Forms* Type all entries—complete applicable sections

1. Name

· · · · · · · · · · · · · · · · · · ·				
historic	Vehicular Bridges	in Colorado (The	me Resource)	
and/or common	Vehicular Bridges	in Colorado		
2. Loca	tion			
street & number	multiple locations	(see HAER Invento	ory Cards)	$\underline{n/a}$ not for publication
city, town see	attached forms	n/a vicinity of	congressional distric	t
state Colorad	do code	08 county	multiple	code see attache
3. Clas	sification	· · · · · · ·	· · · · · · · · · · · · · · · ·	TOTUS
Category district building(s) structure site object thematic group	Ownership public private both Public Acquisition in process being considered X n/a	Status X occupied X unoccupied Work in progress Accessible X yes: restricted X yes: unrestricted N yes: unrestricted N yes: unrestricted	Present Use agriculture commercial educational entertainment government industrial military	museum park private residence religious scientific _X transportation _X other: abandoned
4. Own	er of Proper	tv		
name street & number	multiple ownership) (see Addendum, It	tem 4)	
city, town		<u>n∕a</u> _vicinity of	state	•
5. Loca	ation of Lega	al Descripti	on	· · · · · · · · · · · · · · · · · · ·
courthouse, regis	stry of deeds, etc. mult	ciple locations (se	ee Addendum, Item	4)
street & number				
city, town			state	e
6. Repr	resentation	in Existing	Surveys	
title Colorado	Inventory of Histor	ric Sites has this p r	operty been determined	elegible? <u> </u>
date 1984			federal _XX_ s	tate county local
depository for su	rvey records Colorado) Historical Socie	ty - Preservation	Office

city, town Denver

state Colorado

7. Description

Condition	
X excellent	det
X good	rui

 X_{-} fair

X_ unaltered teriorated X altered ins unexposed

Check one

X original site X_ moved

date (see HAER cards)

Describe the present and original (if known) physical appearance

Check one

Sixty-two spans are included in this thematic nomination of vehicular bridges in Colorado. These structures - thirty-five metal and five timber trusses, two steel viaducts, three steel girders, one steel, four masonry and ten concrete arches and two suspension bridges - are the most significant representatives of vehicular bridgebuilding remaining in the state. Their selection culminates a historical survey and evaluation of 552 bridges of several types built before 1945. Of these 124 are on the Federal Aid System, 51 on the Federal Aid Urban System, 342 are off-system, 8 are privately owned and 27 have been abandoned for vehicular use or removed entirely during the course of the survey. Undertaken for the Colorado Department of Highways (CDH) with the cooperation of the Colorado Historical Society (CHS) and the Historic American Engineering Record (HAER), the study is intended to serve as a cultural resource management tool for both short and long-term decision-making. By inventorying roadway bridges on a statewide basis the study provides a data base and the contextural background by which individual structures are evaluated for historical and technological significance. This aids long-term policy and funding decisions at the outset of the planning process and allows enlightened review of proposed maintenance, rehabilitation and replacement projects. Finally it is intended to guide mitigation measures for construction projects in the future which affect eligible structures.

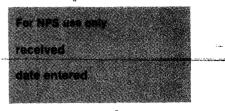
There are three basic components to the study: inventory, synthesis and evaluation. The inventory was begun with the compilation of a master list of bridges taken from the computer listing of all state and local structures maintained by CDH. Using records from the computer and general bridge surveys at CDH, the master list was assembled and individual structures evaluated preliminarily for significance by structural type and estimated date of construction. Field work - archival research and site inspection was conducted for each bridge considered potentially eligible for NRHP from the preliminary assessment. The research methodology involved the collection of primary and secondary source material from CDH and CHS archives, biennial reports to the state legislature from the State Engineer and the State Highway Commission, county commission and city council records of proceedings, newspaper and magazine articles, original contracts and agreements, records from other government and archival sources and oral interviews with county commissioners, engineers and road supervisors, historians and other knowledgeable informants. From this data concerning construction date, designer, fabricator and contractor has been collected and accessioned into the Fraserdesign computer in three data groups: locational, structural and historical.

The synthesis part of the survey involves preparation of an overview of bridge and transportation trends in Colorado. Bridge construction has been related to settlement and economic development within the state, and national trends have been compared with state and state with local to provide a framework within which specific bridges have been evaluated.

The final component is the evaluation. Within the context of the bridgebuilding overview, each structure from the inventory has been assessed for historical and/or technological significance for its representation of bridge industry trends. Because the survey is

National Register of Historic Places Inventory—Nomination Form

OMB NO. 1024-0018 EXP. 10/31/84



Continuation sheet Colorado Vehicular Bridges Item number 4

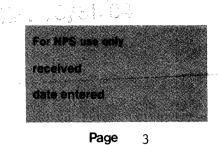
Page 2

Addendum, Item 4: Property Owners

Bridge	<u>Ownership</u>	<u>Owner/Administrator</u>	Location of Legal Description
AD01	public	Adams County	Adams County Government Bldg. 450 South Fourth Avenue Brighton Colorado 80601
AC01	public	Archuleta County	Archuleta County Courthouse P.O. Box 1507 Pagosa Springs Colorado 81147
BE01	public	Bent County	Bent County Courthouse Seventh and Carson Las Animas Colorado 81054
CA01	public	Chaffee County	Chaffee County Courthouse 132 Crestone Salida Colorado 81201
CA06	public	same	same
CA07	public	City of Salida 124 E Street Salida Colorado 81201	same
CA09	public	Chaffee County	same
CA10	public	Colorado Department of Highways 4201 East Arkansas Avenue Denver Colorado 80222	Same
CA12	public	same	same
CC01	public	City of Idaho Springs 1350 Miner Street Idaho Springs Colorado	Clear Creek County Courthouse 405 Argentine Street Georgetown Colorado 80444
CN01	public	Conejos County .	Conejos County Courthouse P.O. Box 127 Conejos Colorado 81129
CS01	public	Costilla County	Costilla County Courthouse 354 Main Street San Luis Colorado 81152

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 4



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Bridge	Ownership	Owner/Administrator	Location of Legal Description
CR13	public	Colorado Department of Highways	Crowley County Courthouse Sixth and Main Ordway Colorado 81063
DL01	public	Delta County	Delta County Courthouse Fifth and Palmer Delta Colorado 81416
DL06	public	same	same
DL07	public	same	same
DL08	public	Colorado Department of Highways	same
DE01	public	City of Denver	Denver City/County Building 1437 Bannock Street Denver Colorado 80202
DE03	public	same	same
DE06	public	same	same
DE07	public	same	same
EA12	public	Colorado Department of Highways	Eagle County Courthouse 551 Broadway Eagle Colorado 81631
EA15	public	Eagle County	same
EP07	public	City of Manitou Springs 606 Manitou Avenue Manitou Springs Colorado 80820	El Paso County Courthouse Colorado Springs Colorado
EP08	public	same	same
EP14	public	Colorado Department of Highways	same
FR01	public	City of Canon City 612 Royal Gorge Boulevard Canon City Colorado 81212	Fremont County Courthouse Sixth and Macon Canon City Colorado 81212
FR22	public	Fremont County	same
FR48	public	Fremont County	same
FR52	public	Colorado Department of Highways	same
FR58	public	City of Canon City	same
GA01	public	Garfield County	Garfield County Courthouse Eighth and Colorado Glenwood Springs Colorado

NPS Form 10-900-a (7-81)

Bridge

GA02

GA05

GA06

LS01

PI08

public

United States Department of the Interior National Park Service

Ownership

public.

public

public

public

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 4

Page 4 Owner/Administrator Location of Legal Description Garfield County Garfield County Courthouse Eighth and Colorado Glenwood Springs Colorado Garfield County same same same Las Animas County Courthouse City of Trinidad 135 Animas Street First and Maple Trinidad Colorado 81082 Trinidad Colorado 81082 Las Animas County same

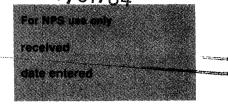
LS06 public LS07 public same same LS09 public same same LS20public City of Trinidad same Colorado Department of Highways 1 \$ 34 public same ME01 Mesa County Mesa County Courthouse public 619 East Main Grand Junction Colorado 81501 Colorado Department of Highways **ME09** public same **ME10** public Mesa County same Moffat County Courthouse MF19 public Moffat County 221 West Victory Way Craig Colorado 81625 Morgan County Courthouse MR03 public Colorado Department of Highways Fort Morgan Colorado 80701 Otero County Courthouse Otero County 0T05 public Third Street and Colorado Ave. La Junta Colorado 81050 **Ouray County Courthouse Ouray County** 0002 public 541 Fourth Street Ouray Colorado 81427

Pitkin County Courthouse Colorado Department of Highways PI07 public East Main and South Galena Aspen Colorado 81611

Pitkin County

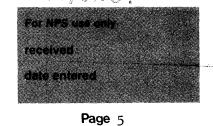
same

OMB NO. 1024-0018 EXP. 10/31/84



National Register of Historic Places Inventory—Nomination Form

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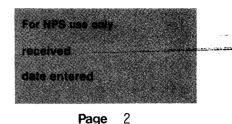
Continuation sheet Colorado Vehicular Bridges Item number 4

Bridge	Ownership	Owner/Administrator	Location of Legal Description
PR0 9	public	Colorado Department of Highways	Prowers County Courthouse P.O. Box 889 Lamar Colorado 81052
PU01	public	Pueblo County	Pueblo County Courthouse 211 West 10th Street Pueblo Colorado 81003
PU09	public	same	same
PU14	public	same	same
PU19	public	Colorado Department of Highways	same
RB03	public	Rio Blanco County	Rio Blanco County Courthouse Sixth and Main Meeker Colorado 81641
RG03	public	Rio Grande County	Rio Grande County Courthouse Sixth and Cherry Del Norte Colorado 81132
RG04	public	same	same
RG07	private	Raymond Poage Del Norte Colorado 81132	same
RG10	private	Samuel Holland Del Norte Colorado 81132	same
R003	public	Routt County	Routt County Courthouse Fifth and Lincoln Steamboat Springs Colorado
SU01	public	Summit County	Summit County Courthouse 208 East Lincoln Breckenridge Colorado 80424

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

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intended as a guide for processes (bridge replacement and rehabilitation) which have federal involvement from the Federal Highway Administration, significance is therefore gauged by eligibility for the National Register. Its evaluation is determined generally by the criteria outlined in 36 CFR Part 1202. To aid with the assessment a numerical rating system has been developed. Patterned after the previously developed systems in other states, it assigns numerical values to the different aspects of significance as defined by NRHP. Working with CDH and CHS staff, Fraserdesign formed the rating system, which has been tested and fine-tuned throughout the course of the inventory. The rating divides into three essentially equal categories: level of documentation, technological significance and general significance. The first is documentation. With a maximum of 30 points assigned, it is considered to be an important quality, allowing the structure to be traced to a specific time, builder and place of origin. Documentation requires hard evidence in the form of primary source references to the bridge's construction or physical evidence, the most obvious form of which would be a builder's plate. The elements of documentation are construction date and builder, and assessment is biased toward older bridges and those erected by in-state bridge contractors. A premium is placed on traceability, and few untraceable spans are included among those nominated.

The second category is technological significance, with a maximum of 35 points assigned. In this, rarity of structural type, dimensions and detailing are considered. Multiple spans are given points as unusual applications of engineering achievement and community investment. Similarly, span length is considered, with the longest spans of like bridges given preference as usually the most important investments from the communities they serve and to a lesser extent as indicators of higher technology. One of the most important considerations for evaluation is the number of surviving examples of type in the state. On the assumption that rarity equates with significance, more points are assigned for unique or uncommon bridge configurations, less to commonly represented types. This bias also helps to insure that examples from all of the engineering types in Colorado are noted for preservation. Finally, special structural or decorative features are given consideration for technological or aesthetic notability.

The third category - general significance - is weighted with a maximum of 35 points. This category takes into consideration the aesthetics of the structure's setting, its historical significance and structural and locational integrity. Historical significance relates the bridge to broad settlement, government and transportation trends and rates something apart from engineering merits. Structural integrity questions whether the bridge functions as originally intended or has been significantly altered through subsequent construction. Deck replacement is considered a maintenance procedure and not a structural alteration. Locational integrity looks at whether the bridge remains in its original setting or has been moved. Because some bridge superstructures are by nature moveable and relocation is a significant aspect of bridge chronology, moved spans are not heavily penalized in this rating.

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

For NPS use only received date entered

Page

3

After the winnowing process through application of the numerical criteria, several bridges emerged with similar, but not outstanding, significance. To address this a three-tier system has been employed to describe the bridges' potential for NRHP eligibility. The categories were:

Eligible - bridges which are unique or rare examples of technologically important types or have exceptional historical or representative value from larger bridge groups.

Possibly eligible - bridges which are good early examples of their types or are notable variations from classical configurations; bridges which have some historical yet limited technological significance.

Not eligible - bridges which are typical later examples of common types; bridges which have been substantially altered.

The distinction between the first two groups became exceedingly fine when no clear-cut examples emerged from particular thematic groupings. To arrive at a definitive list of spans to include in this nomination, an Advisory Board was selected from representatives of CDH, CHS, HAER, the Federal Highway Administration and an independent bridge engineer. The mine-member Board considered all eligible and possibly eligible bridges as presented by Fraserdesign and voted for each. The result is the group of sixty-two structures included in this nomination.

With three exceptions (the Fort Morgan Bridge, MR03; Costilla Crossing Bridge, CN01; and the Royal Gorge Bridge, FR58), none of the spans included in the nomination displays the engineering or historical significance to make it nationally important. Rather, the bridges generally exhibit the standard configurations of the thousands of massproduced trusses or job-built arches erected from the standard plans of the bridge companies (and later the Highway Department). Cases for significance are, more often than not, based upon the structures' representation of particular designs in the state, whether as the best examples of their types from relatively large groups or as the only surviving examples of specific configurations. With many early but few truly nationally outstanding bridges encountered in the inventory, the intent of the evaluation for significance is to select the best representative examples from each major grouping (Pratt through trusses, for instance), along with notable deviations from standard form, and tie these together with the history of bridgebuilding in Colorado. The result is a group of structures which, preserved and interpreted, forms the tangible basis for the telling of part of the state's history.

The following pages give the inventory data for all of the bridges in the survey. The asterisk beside the bridge's survey number indicates that a HAER Inventory Card has been prepared for that bridge. The heavy box in the comments section indicates one of the nominated bridges.

National Register of Historic Places Inventory—Nomination Form

For NPS us received date entered 4

Page

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	S RATG.	COMMENTS
Adams	Baseline Bridge ADA168-12.05070	AD01*	1926	M.F. Levy Construction Company Denver Co.	riveted steel Warren pony truss w/verticals	80'	3	46	only multi-span example of type
Adams	Baseline Bridge ADA168-12.1N071		1926	M.F. Levy Construction Company Denver Co.	riveted steel Warren pony truss	80'	1	43	
Adams	Bridge over O'Brien Canal ADA012-115.2058		c1925	Denver CU.	w/verticals riveted steel Pratt pony truss	60'	1	3	
Alamosa	State Street Bri 003000000.000001	5							bridge removed
Arapahoe	Bridge over Little Dry Creek GWDV-05-0.45-02		c1940		riveted steel Pratt pony truss	52'	1	3	
Arapahoe	Euclid Avenue Br LTNC.874-04.424	·	c1920		riveted steel Pratt half-hip pony truss	44'	1	9	
Arapahoe	West Crestline A Bridge LTNB.410-03.810		c1930	α	steel deck girder	50'	2	8	
Arapahoe	Oxford Avenue Br SHER-01-0.50-01	idge	c1940		reinf. concrete prestressed deck girder	100'	2	2()	
Arapahoe	Bridge over West Bijou Creek ARA 50-43.2		c1920		riveted steel Pratt half-hip pony truss	75'	1	17	
Arapahoe	Platte River Drive Bridge PLLD	AR06	c1925		steel deck girder	42'	1	3	
Arapahoe	Bridge over Dad Clark Gulch F-16-F	AR07	1939	George W. Condon Company	reinf. concrete rigid frame	58'	1	20	
Archuleta	Lado Del Rio Bridge ARF50-W0.1-S151	AC01*	1913	Missouri Valley Bridge and Iron Company Leavenworth Ks.	pin/riveted steel Pratt through truss	115'	1	41	<pre>earliest Highway Commission truss; pin/rigid hybrid</pre>
Archuleta	Pagosa Junction Bridge AR500-15.8-S151	AC02	c1930		riveted steel Pratt pony truss	50'	1	3	
Archuleta	Fourth Street Bridge LT.PLT.BRIDGE	AC03*	1924 m1954	Shields and Kyle Pagosa Springs Co.	riveted steel Parker through truss	150'	1	23	
Archuleta	Bridge over San Juan River 0-09-A	ACO4	1936	Cook and Ransom	riveted steel Camelback pony truss	100'	1	28	
Archuleta	Bridge over San Juan River 0-09-I	AC05	1938	Larson Construction Company	riveted steel Camelback pony truss	125'	1	32	
Baca	Bridge over Unnamed Creek BAB-35.9-1-87	BA01	1936	Works Projects Administration	segmental rubble arch	12'	2	23	
Baca	Bridge over Soldier Creek BACC-2.2-25-34	BA02	1936	Works Projects Administration	semicircular rubble arch	16'	2	26	
Baca	Bridge over Bear Creek BADD-40.5-26-56	BA03	1936	Works Projects Administration	semicircular rubble arch w/stilted haunches	10'	2	23	
Baca	Bridge over Tribu to Cimmaron River BAF-39.9-5-70	itary	1936	Works Projects Admn fistration	segmental rubble arch	14'	2	23	
Baca	Bridge over Unnamed Creek BAH-14.5-7-52	8A05	1936	Works Projects Administration	semicircular rubble arch w/stilted haunches	10'	7	23	μη το ματογραφικό κατά τη

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

OMB	NO. 1024-0018
EXP.	10/31/84

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH S	PANS	RATG.	COMMENTS
Baca	Bridge over W. Carrizo Creek BAL-4.2-10-48	BA06	1936	Works Projects Administration	semicircular rubble arch	11'	3	24	
Baca	Bridge over Plum Creek BA11-11-32.9-10	BA07	1936	Works Projects Administration	semicircular rubble arch	10'	3	24	
Baca	Bridge over Two Buttes Creek BA12-12-40-16	BA08	1936	Works Projects Administration	semicircular rubble arch	12'	2	23	
Baca	Bridge over Sand Arroyo Creek BA23-23-15.5-80		1936	Works Projects Administration	semicircular rubble arch	6'	4	25	
Baca	Bridge over Sand Arroyo Creek BA23-23-17.3-79	BA10	1936	Works Projects Administration	semicircular rubble arch	6'	3	24	
Baca	Bridge over Sand Arroyo Creek BA23-23-18.1-74		1936	Works Projects Administration	semicircular rubble arch	12'	2	23	
Baca	Bridge over North Fork Cimarron Rive BA28-28-8.8-78	er BA12	1936	Works Projects Administration	semicircular rubble arch	12'	2	23	
Baca	Bridge over Dry Creek BA35-35.3-23-83 B	BA13	1936	Works Projects Administration	semicircular rubble arch	10'	2	23	
Baca	Bridge over North Fork Cimarron Rive BA56-56-16.9-69	er BA14	1936	Works Projects Administration	semicircular rubble arch	12'	3	24	
Baca	Bridge over South Fork Sand Arroyo BA8-8-15.2-40	BA15	19 36	Works Projects Administration	segmental rubble arch w/stilted haunches	8'	3	24	
Baca	Bridge over Bear Creek	BA16	1936	Works Projects Administration	semicircular rubble arches w/stilted haunches	14'	4	25	
Baca	Bridge over Bear Creek N-26-A E	BA17	1937	Southern Colorado Construction Co.	riveted steel Camelback pony truss	125'	2	32	
Baca	Bridge over Cat Creek 0-26-C E	BA18	1937	Driscoll Construction Company	riveted steel Camelback pony truss	100'	1	28	
Baca	Bridge over Cat Creek	BA19	1939	Works Projects Administration	semicircular rubble arch	10'	2	23	
Baca	Bridge over Unname Draw	ed BA20	1939	Works Projects Administration	semicircular rubble arch	12'	3	24	
Baca	Bridge over Unname Draw 0-28-E E	ed BA21	1935	Works Projects Administration	segmental rubble arch	9'	2	28	<u></u>
Baca	Bridge over Unname Draw	ed BA22	1935	Works Projects Administration	segmental rubble arch	9'	2	28	
Baca	Bridge over Beaty Creek	3A23	1938	Works Projects Administration	semicircular rubble arch	16'	2	26	
Baca	Bridge over Buffalo Creek		1938	Works Projects Administration	semicircular rubble arch	16'	2	26	
Bent	Prowers Bridge		1902 1906 1909	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt through and pony & Camelback through		6	69	last multi-span truss on lower Arkansas River
Bent	Carver Bridge		1913	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt pony truss	, 55'	1	35	
	BT30-30-5.8-30 B	BE02*							

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	RATG.	COMMENTS
Bent	Bridge over Fort Lyon Canal BT20-21-34.6-26	BE03	c 1925		riveted steel Camelback pony truss	100'	1	8	
Bent	Bridge over Fort Lyon Canal BTKK-6.3-33-24	BE04	c1925		riveted steel Pratt pony truss	60'	1	6	
Bent	Bridge over · Fort Lyon Canal BTPP-11-32.8-18	BE05	c1925		riveted steel Pratt pony truss	60'	1	6	
Boulder	17th Street Bridge BOLD-03-0.36-01	B001*	1906	National Bridge Company Indianapolis In.	segmental reinf. concrete Luten arch	73'	1	38	
Boulder	Bridge over Highland Ditch N C-16-A	lo. 2 B002	1938	James B. Kenney	reinf. concrete rigid frame	12'	1	25	
Boulder	Bridge over Coal Creek D-16-CO	B003	1939	Sacra and Watts	reinf. concrete rigid frame	90'	1	35	
Chaffee	Granite Bridge CHA397-00.03	CA01*	1911	Pueblo Bridge Company Pueblo Co.	riveted steel Pratt pony truss	65'	1	49	<pre>oldest dateable example of common truss type</pre>
Chaffee	Morley Bridge		1881	New Jersey Iron Co.; DSP&P RR track crew	pinned iron Pratt deck truss	80'	1	75	oldest intact bridge in Colorado;
Chaffee	CHA295A-00.40 Everett Bridge	CA02*	c1925		riveted steel Pratt pony truss	45'	1	3	only ex. of type
Chaffee	CHA165-01.48 Big Bend Bridge	CA03	c1930		riveted steel Camelback pony	100'	1	3	
Chaffee	CHA166-00.05 Ute Trail Bridge CHA175-03.39	CA04 CA05*	1880	Edge Moor Bridge Works Wilmington Dl.	truss iron deck girder	45'	1	53	
Chaffee	Brown's Canon Bridge CHA191-01.57	CA06*	1908	Pueblo Bridge Company Pueblo Co.	reinf. concrete slab-and-girder	40'	2	57	best example of type in survey
Chaffee	F Street Bridge SAL00F-00.95	CA07*	1907	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten arch	60'	2	60	oldest Luten arch by state's biggest arch builder
Chaffee	Bridge over Arkansas River CHA301-00.15	CA08	c1930		steel deck girder	52''	2	3	
Chaffee	Four Mile Bridge CHA371-01.70		1909	Pueblo Bridge Company Pueblo Co.	riveted steel truss leg bedstead	50'	1	58	unique example of nonstandard bridge design
Chaffee	Bridge over Arkansas River I-12-T	CA10*	1937	M.E. Carlson	riveted steel Pratt deck truss	125 '	1	45	longest-span / best example of type
Chaffee	Bridge over Big Sandy Draw I-12-B	CA11	1938	Switzer and Horner Denver Co.	riveted steel Camelback pony truss	80 '	1	28	
Chaffee	Hortense Bridge J-12-0	CA12*	1880	New Jersey Iron Co.; DSP&P RR track crew	pinned timber/iron Queenpost pony truss	39'	1	71	<pre>oldest timber truss in survey; only example of type</pre>
Chaffee	Bridge over Arkansas River J-12-AK	CA13			pinned steel Parker pony truss	103'	1	32	example of offic
Chaffee	Bridge over South Arkansas River J-12-A		1938	Lowdermilk Brothers	riveted steel Camelback pony truss	100'	1	28	
Chaffee	Bridge over Cottonwood Creek I-12-A	CA15	c1945		semicircular rubble arch	18'	1	14	

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EXI

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COUNTY

United States Department of the Interior National Park Service

BRIDGE NAME

National Register of Historic Places Inventory—Nomination Form

Colorado Vehicular Bridges Item number Continuation sheet 7

DATE

CONTRACTOR

Page 7

COMMENTS

				······································					
Cheyenne	Bridge over Smoky Hill River CY49-1.0-T	CY01	c1935		riveted steel Camelback pony truss	80'	1	6	
Cheyenne	Bridge over Smoky Hill River CY53-1.1-U	СУ02	c1935		riveted steel Camelback pony truss	80'	1	5	
Cheyenne	Bridge over Smoky Hill River CY54-0.9-U	СҮ03	c1935		riveted steel Camelback pony truss	80'	1	6	
Clear Creek	Miner Street Bridge IDAHO SPGS. 01	CC01*	1901	Kuyes and Work Idaho Springs Co.	pinned steel skewed Pratt pony truss	60'	1	42	good early example of type; only pin. skewed pony truss
Clear Creek	Bridge over Clear Creek F-15-N	CC02	1936	M.E. Carlson	riveted steel Camelback pony truss	100'	1	28	
Clear Creek	Tunnel No. 5 F-15-Y	CC03	1939	Pioneer Const. Company Hinman Brothers Frank M. Kenney	tunnel	411'	1	34	
Clear Creek	Tunnel No. 6 F-15-X	CC04	1939	Pioneer Const. Company Hinman Brothers Frank M. Kenney	tunnel	588'	1	34	
Clear Creek	Tunnel No. 4 F-15-K	CC05	1939	Pioneer Const. Company Hinman Brothers Frank M. Kenney	tunnel	192'	1	29	ngennen på sigen af singen for som
Conejos	Costilla Crossin Bridge CON14.6E-00.0N		1892	Wrought Iron Bridge Company Canton Ohio	pinned iron/steel Thatcher through truss	155'	2	86	most technologi- cally significant bridge in survey
Conejos	Ortiz Bridge CONO1.1W-05.6S	CN02	1922		riveted steel Camelback pony truss	80''	1	8	
Conejos	Bridge over Conejos River CONO5.0E-05.8N	CN03	1928		riveted steel Pratt pony truss	44'	1	3	
Conejos	Bridge over Alamosa River CONO4.0W-14.2N	CNO4	c1930		riveted steel Warren pony truss w/alt. verticals	40'	1	9	
Conejos	Bridge over Conejos River P-13-B	CN05	1928	C.A. Switzer Denver Co.	riveted steel Camelback pony truss	100'	1	28	
Conejos	Bridge over Rio Grande River P-14-A	CN06	1924	Switzer and Dillon Denver Co.	riveted steel Pratt through truss	125'	2	38	
Conejos	Capulin Bridge CONO5.0W-13.6N	CN07*	1908	Walter Sharp Bridge Company El Dorado Ks.	reinf. concrete slab-and-girder	50'	1	48	
Costilla	San Luis Bridge CSSMME-0.1-S159	CS01*	1911	M.F. Levy Construction Company Denver Co.	reinf. concrete open spandrel deck arch	57'	1	57	excellent early example of type
Crowley	Bridge over Dry Wash CRCO 1.50-1	CR01	1907	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt pony truss	751	1	42	
Crowley	Bridge over Dead Horse Creek CRCO 6.40-2	CR02*	1907	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt pony truss	75'	2	44	
Crowley	Bridge over Bob Creek CRCO 1.25-11	CR03	1907	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt pony truss	75'	1	40	
Crowley	Bridge over Bob Creek CRCO 0.75-22	CR04	1907	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt pony truss	75'	1	40	
Crowley	Bridge over Bob Creek CRCO 1.80-9	CR05	1927	Monarch Engineering Company Denver Co.	riveted steel Pratt pony truss	50'	1	29	an a

BRIDGE TYPE

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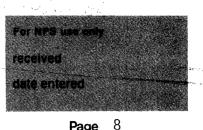
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Continuation sheet Colorado Vehicular Bridges 7 Item number



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COUNTY	BRIDGE NAME			·····		50'		29	
Crowley	Bridge over Colorado Canal CRCO 0.80-15	CR06	1927	Monarch Engineering Company Denver Co.	riveted steel Pratt pony truss	50	1	29	
Crowley	Bridge over Colorado Canal CRCO 1.10-13	CR07	1927	Monarch Engineering Company Denver Co.	riveted steel Pratt pony truss	75'	1	30	
Crowley	Bridge over Colorado Canal CRCO 3.50-6	CR08	1927	Monarch Engineering Company Denver Co.	riveted steel Pratt pony truss	50'	1	27	
Crowley	Bridge over Colorado Canal CRCO 3.20-27	CR09	1930	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	46'	1	29	
Crowley	Bridge over Bob Creek CRCO 1.80-18	CR10	1930	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	50'	1	29	
Crowley	Bridge over Colorado Canal CRCO 3.75-5	CR11	1930	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	47'	1	27	
Crowley	Bridge over Colorado Canal CRCO 0.75-14	CR12	1930	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	47'	1	29	
Crowley	Manzanola Bridge L-21-BD	e CR13*	1911	Patterson-Burghardt Bridge Company Denver Co.	riveted steel Pennsylvania through truss	300'	1	57	<pre>longest-span truss in survey; oldest example of type</pre>
Delta	Roubideau Bridge DELG50R-2.2-11	e DL01*	1911	Pueblo Bridge Company Pueblo Co.	riveted stl Warrer through truss w/ alt. vert. & polyg		1	75	unique example of uncommon truss type
Delta	Paonia Bridge DEL4175D-0.2-57		1911	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt through truss	125'	1	36	
Delta	Bridge over Gunnison River DEL2200R-120-44	DL03	c19 30		riveted steel Camelback pony truss	100'	3	11	
Delta	Bridge over Buttermilk Creek DELGR-10.7-10	C DLO4	c1930		riveted steel Camelback pony truss	100'	1	8	
Delta	Bridge over Escalante Creek DEL650R-2.9-36	DL05	c19 40		riveted steel Pratt pony truss	60'	1	5	
Delta	Hotchkiss Bridge DEL3400R-0.5-49	2 DL06*	1911	Pueblo Bridge Company Pueblo Co.	pinned steel Camelback through truss	150'	1	46	<pre>one of 4 of type in survey</pre>
Delta	Escalante Canon Bridge DEL650R-2.8-35	DL07*	1890 m1908 m1938	Bullen Bridge Company Pueblo Co.	pinned steel Camelback through truss	196' 180'	2	75	outstanding early steel truss; oldest and longest of type
Delta	Delta Bridge I-04-A	DL08*	1923	Winterburn and Lumsden Grand Junction Co.	riveted steel Parker through truss	150'	4	46	<pre>significant early multi-span highway truss</pre>
Delta	Bridge over Gunnison River I-05-V	DL09	1938	Switzer and Horner Denver Co.	riveted steel Camelback pony truss	125'	3	36	
Denver	19th Street Brid D-02-PR-060	ge DE01*	1888	Missouri Valley Bridge and Iron Company Leavenworth Ks.	pinned steel Pratt through truss	101'	2	66	<pre>oldest roadway truss in survey; oldest example of type</pre>
Denver	23rd Street Viad D-03-V-030	uct DE02	1 9 09	American Bridge Company (fabricator) Chicago II.	multiple-span steel girder/ trussed viaduct	2681' tot.	52	33	
Denver	20th Street Viad D-03-V-050	uct DE03*	1907	Milwaukee Bridge Co. Milwaukee Wi.		4251' tot.	85	46	longest and best of trussed viaducts in survey
Denver	Broadway Viaduct D-03-V-020		1922	niste algebra (1965-1779) e fan antigeologie geste		2266' tot.	46	25	

trussed viaduct

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	S RATG.	COMMENTS
Denver	Blake Street Bridge	1899		steel deck girder	25'	4	27	
	D-01-CC-030 DE05							
Denver	Broadway Bridge	1895	Youngstown Bridge Company	open-web steel deck girder	122'	1	65	only example of type in survey
Denver	D-01-CC-180 DE06* 14th Street Viaduct	1889	Youngstown Oh. Youngstown Bridge	steel stringer	1467'	63	60	only 19th century
Denver	D-03-V-100 DE07*	1897	Company Youngstown Oh.	viaduct	tot.			tram/wagon viaduct remaining
Denver	16th Street Viaduct D-03-V-080 DE08	1924		reinf. concrete open arch/rigid frame viaduct	3590' tot.	93	39	
Denver	W. Alameda Avenue Railroad Underpass D-06-RRU-101 DE09	1910	Milwaukee Bridge Co. Milwaukee Wi.	steel railroad deck girder	33'	2	33 -	
Denver	W. Alameda Avenue Railroad Underpass D-06-RRU-102 DE10	1910	Milwaukee Bridge Co. Milwaukee Wi.	steel railroad deck girder	33'	2	33	
Denver	W. Alameda Avenue Railroad Underpass D-06-RRU-103 DE11	1910	Milwaukee Bridge Co. Milwaukee Wi.	steel railroad deck girder	33'		33	
Denver	W. 38th Avenue Railroad Underpass D-06-RRU-080 DE12	1925	· · · · · · · · · · · · · · · · · · ·	steel railroad deck girder	44 '	1	19	
Denver	W. Iowa Avenue Railroad Underpass D-06-RRU-131 DE13	1926		steel railroad deck girder	20'	2	21	
Denver	W. Iowa Avenue Railroad Underpass D-06-RRU-132 DE14	1926		steel railroad deck girder	20'	2	21	
Denver	Washington Street Railroad Underpass D-06-RRU-070 DE15	1927		steel railroad deck girder	32'	1	19	
Denver	W. 13th Avenue Bridge	1927		steel deck girder		2	22	
Denver	D-02-PR-130 DE16 W. Eighth Avenue Bridge D-02-PR-150 DE17	1929		steel deck girder		3	23	
Denver	W. Eighth Avenue Viaduct D-03-V-150 DE18	1936		multiple-span steel girder/ trussed viaduct	2938' tot.		23	
Denver	W. 38th Avenue Railroad Underpass D-06-RRU-091 DE19	1937		steel railroad deck girder	46'	1	19	
Denver	W. 38th Avenue Railroad Underpass D-06-RRU-092 DE20	1937		steel railroad deck girder	46'	1	19	
Denver	W. Eleventh Avenue Bridge D-01-CC-160 DE21	1925		reinf. concrete rigid frame		2	21	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
Denver	W. 13th Avenue Bridge	1928		reinf. concrete rigid frame		2	21	
	D-01-CC-150 DE22							na a managa ang ang ang ang ang ang ang ang an
Denver	Washington Street Bridge D-01-CC-230 DE23	1929		reinf. concrete rigid frame		2	21	
Denver	Bannock Street Bridge	1908	Commonwealth Construction Company	reinf. concrete 3-hinge open-span-	135'	1	47	
Donuci	D-01-CC-170 DE24*	1000	Denver Co.	drel deck arch				
Denver	Wazee Street Bridge	1899		steel deck girder	54'	2	30	
	D-01-CC-020 DE25			· · ·				. · · .

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National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

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COUNTY BRIDGE NAME DATE CONTRACTOR BRIDGE TYPE COMMENTS LENGTH SPANS RATE. Bridge over Denver 1922 79' 1 reinf. concrete 32 Unnamed Draw open spandrel DE26 F-16-BM deck arch American Bridge Company (fabricator) Chicago Il. 1907 4200' multiple-span Denver Highway 1445 Viaduct 31 steel girder/ tot. E-16-B trussed viaduct DE27 29 Denver 1917 steel trussed 518' Colfax Viaduct viaduct tot. F-16-BL DE28

Douglas	Keystone Bridge	DUO1	c1890 m1903	Keystone Bridge Company Pittsburgh Pa.	pinned steel Pratt through truss w/ keystone columns		1		determined eligibl for NRHP; currentl dismantled
Douglas	Bridge over		c1930						
	Cherry Creek DOU008-06.05	DU02							
Douglas	Bridge over Cherry Creek DOU014-00.32	DUO 3	c1935		steel deck girder	30'	2	3	
Douglas	AT&SF RR Bridge F-16-U	DUO4	1923	M.J. Kenney	steel railroad deck girder	59'	1	26	
Douglas	AT&SF RR Bridge	0004	1923	M.J. Kenney	steel railroad	72'	1	26	
Dougras	F-16-T	DU05	1923	M.O. Kenney	deck girder	12	Ţ	20	
Eagle	Bridge over Eagle River EAG-EDW-00.1	EA01	c1940		welded steel pipe Camelback pony truss	90'	1	8	
Eagle	Wilmot Ranch Bri	dge							bridge removed
	EAG-028-03.6	EA02							
Eagle	Bridge over Colorado River F-08-F	EA03	1935	Switzer and Horner Denver Co.	riveted steel Parker through truss	150'	1	32	
Eagle	Bridge over Eagle River F-09-H	EA04	1933	Switzer and Horner Denver Co.	riveted steel Parker through truss	150'	1	32	
Eagle	Bridge over Eagle River F-10-E	EA05	1933	Switzer and Horner Denver Co.	riveted steel Parker through truss	150'	1	32	
Eagle	Bridge over D&RGW Railroad F-11-C	EA06 *	1929	J. Fred Roberts & Sons Denver Co.	riveted steel Pratt deck truss	120'	1	38	
Eagle	Bridge over Eagle River F-11-D	EA07 *	1929	J. Fred Roberts & Sons Denver Co.	riveted steel Pratt deck truss	120'	1	38	
Eagle	Basalt Bridge G-08-J	EA08	1938	Switzer and Horner Denver Co.	riveted steel Camelback pony truss	100'	1	28	
Eagle	Bridge over Eagle River F-09-A	EA09	1933	Hinman Brothers Construction Company	riveted steel Camelback pony truss	100'	1	28	
Eagle	Gypsum Bridge		1914	Pueblo Bridge Company Pueblo Colorado	segmental concrete Luten arch	60'	2	39	
		EA10 *		alatan a yana - amatana da mata ana ana ana ana ana ana ana ana ana					
Eagle	Dotsero Bridge		1900	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt through	150'	2	52	
	F-08-C	EA11 *			truss				
Eagle	Red Cliff Bridge F-11-T	EA12 *	1940	Frank M. Kenney	riveted steel deck arch	318'	1	71 📕	only example in survey of type

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OMB NO. 1024-0018 EXP. 10/31/84

National Register of Historic Places Inventory—Nomination Form

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Continuation sheet Colorado Vehicular Bridges Item number 7

Page 11

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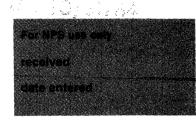
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COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	RATG.	COMMENTS
Eagle	Sage Bridge EA13*	1907	Denver Bridge Company Denver Co.	pinned steel Pratt pony truss	70'	1	31	
Eagle	Wolcott Bridge	1916	Pueblo Bridge Company Pueblo Co.	segmental concrete Luten arch	58'	2	53	
Eagle	F-10-B EA14* State Bridge	1890	Missouri Valley Bridge and Iron Works	pinned timber and iron Howe through	100'	2	77	<pre>important early bridge; only exampl</pre>
	E-10-A EA15*	·	Leavenworth Ks.	truss				of type in survey
Elbert	Bridge over Mustang Creek ELBT-173-1.0-01 EL01	c1930		riveted steel Pratt half-hip pony truss	75'	1	12	
Elbert	Bridge over Big Sandy Creek ELBT-125-0.3-09 EL02	c1930		steel deck girder	34'	6	7	
Elbert	Bridge over Kiowa Creek ELBT-98-0.20-02 ELO3	c1930		riveted steel Camelback pony truss	100'	1	8	
El Paso	Hancock Avenue Bridge CSGH0.56-11.95 EP01	c1935		riveted Warren pony truss w/alt. verticals	62'	2	10	
El Paso	Cascade Avenue Bridge	c1930		reinforced concrete filled spandrel	2 18'	1	17	
	CSGG0.27-07.04 EP02			deck arch				
El Paso	Polk Street Bridge	c1920		steel deck girder	74'	1	8	
	CSGE0.22-05.64 EP03							
El Paso	Alsace Way Bridge	c1940		reinforced concrete filled spandrel	24'	1	3	
	CSGF0.80-06.50 EP04			deck arch				
El Paso	Bridge over Cottonwood Creek CSGH0.01-15.11 EP05	1922	Standard Engineering and Construction Co.	reinforced concrete slab-and-girder	\$ 53.	4	38	
El Paso	Buttes Bridge EPC0415-01.20 EP06*	1922	Pueblo Bridge Company Pueblo Co.	riveted steel Parker through	150'	2	34	
El Paso	Park Avenue Bridge	1907	local masons	truss semicircular	18'	1	30	earliest example
111030	EP07*		10001 11030113	rubble arch	10	1	50	of type in survey (see EP08)
El Paso	Canon Avenue Bridge	1906	local masons	semicircular rubble arch	21'	1	42	<pre>earliest example of type in survey</pre>
El Paso	MANITOU-CANON EPO8* Bridge over	1935	Owen and Horner	riveted steel	150'	1	32	(see EP07)
	Black Squirrel Creek H-18-A EPO9	1933	Denver Co.	Parker through truss	150	T	52	
El Paso	Bridge over Little Fountain Creek J-17-F EP10	1936	Works Projects Administration	semicircular rubble arch	15'	2	26	
El Paso	D&RGW Railroad Bridge I-17-G EP11	1901 m1942	American Bridge Company Lassig Branch Lassig Il.	steel railroad through girder	46'	1	27	
El Paso	D&RGW Railroad Bridge H-17-W EP12	1927	F.L. Hoffman	steel railroad through girder	40'	1	21	
El Paso	Bridge over Pine Creek I-17-B EP13	1936	Pueblo Bridge Company Pueblo Co.	reinforced conc open spandrel deck arch	140'	1	40	
El Paso	Bridge over Fountain Creek I-17-AI EP14	1932	Pueblo Bridge Company Pueblo Co.	reinforced conc open spandrel deck arch	162'	1	40	excellent example of type
Fremont	Fourth Street Bridge CC 2-FOURTH ST. FR01*	1891	Bullen Bridge Company Pueblo Co.	pinned steel Pratt through truss	105'	1	51	excellent early example of type

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7



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COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	RATG.	COMMENTS
Fremont	First Street Bridge CC 3-FIRST ST. FR02	1928	Denver Steel and Iron Company Denver Co.	riveted steel Pratt through truss	120'	1	31	
Fremont	New York Avenue Bridge CC 7- NEW YORK A FRO3	c1920		riveted steel Warren pony truss w/alt. verticals	50'	1	11	
Fremont	Temple Canon Bridge CC 11- TEMPLE FRO4	1929	Denver Steel and Iron Company Denver Co.	riveted steel Camelback pony truss	100'	1	28	
Fremont	Tunnel Drive Bridge		benver co.		,.			bridge removed
Fremont	CC 8-TUNNEL DR. FR05 Tunnel Drive Bridge							bridge removed
	CC 9-TUNNEL DR. FR06							
Fremont	Second Street Bridge	c1930	ala haran yang sa	steel deck girder	40'	1	3	
F	CC 5-SECOND ST. FR07	e1020						
Fremont	Griffin Avenue Bridge	c1930		steel deck girder	58'	1	8	
Fremont	CC 4-GRIFFIN AV FRO8 Stanley Avenue Bridge	c1930		steel deck girder	43'	1	3	
	CC 6-STANLEY AV FR09			0				
Fremont	Second Street Bridge	c1940		steel deck girder	33'	1	3	
	CC 10-2ND ST. FR10							
Fremont	Siloam Bridge FRCO 19-209 FR11*	1900	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt through	100'	1	33	
Fremont	Texas Creek Bridge	1907	Pueblo Bridge Company Pueblo Co.	truss pinned steel Pratt pony truss	82'	1	40	
Fremont	FRCO 308-TX CK FR12* Cotopaxi Bridge			pinned steel	103'	1	21	
rremont	FRC0 12-306 FR13			Pratt through railroad truss	103	1	21	
Fremont	Cyanide Bridge					ala da Angelanda		bridge removed
Fremont	FRCO 79-101 FR14 Coaldale Bridge FRCO 305-COALDL FR15			pinned steel Pratt through railroad truss	110'	1	21	
Fremont	Parkdale Bridge	1921	H.M. Fox	riveted steel Warren pony truss	77'	1	37	
Fremont	FRCO 303-PRKDL FR16 Bridge over Eightmile Creek FRCO 132-108 FR17	c1920		w/verticals riveted steel modified Queenpost pony truss	41'	1	18	
Fremont	Bridge over Beaver Creek FRC0 120-211 FR18	1923	Denver Steel and Iron Company Denver Co.	riveted steel Camelback pony truss	100'	1	30	
Fremont	Bridge over Eightmile Creek FRCO 3-217 FR19	1928	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	51'	1	25	
Fremont	Bridge over Hardscrabble Creek FRC0 19-208 FR20	c1930		timber/steel modified Queenpost pony truss	47'	1	3	
remont	Wellsville Bridge	1912	Pueblo Bridge Company Pueblo Co.	riveted steel Pratt pony truss	85'	1	36	n ya na na ana ana ana ana ana ana ana a
Fremont	FRCO 300-0.10 FR21* Howard Bridge	1924	Minneapolis Steel and	riveted steel	102'	1	45	only dateable
	FRCO 301-HOWARD FR22*	-924	Machinery Company Minneapolis Mn.	Warren pony truss w/alt. vert. & poiy		1	τJ	example of type in survey

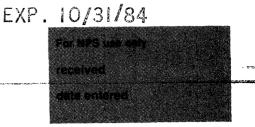
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National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN5	RATG.	COMMENTS
Fremont	Vallie Bridge FRCO 314-VALLIE	FR23	1925	Monarch Engineering Company Denver Co.	riveted steel Camelback pony truss	104 '	1	32	u
Fremont	Cherry Creek Bridge FRCO 302-CHERRY	FR24	c1930		riveted steel Camelback pony truss	100'	1	8	
Fremont	Bridge over Fourmile Creek FRCO 9-113	FR25	c1935		riveted steel Warren pony truss w/verticals	60'	1	9	
Fremont	Bridge over Oak Creek FRCO 12-313	FR26	c1935		riveted steel Warren pony truss w/alt. verticals	50'	1	9	
Fremont	Bridge over Fourmile Creek FRCO 9-112	FR27	c1935		riveted steel Warren pony truss w/alt. verticals	50'	1	9	
Fremont	Bridge over Red Gulch FRCO 12-304	FR28	c1935		riveted steel Warren pony truss w/alt. verticals	51'	1	9	
Fremont	Bridge over Fourmile Creek FRCO 9-111	FR29	c1940		riveted steel Pratt pony truss	60'	1	6	
Fremont	Bridge over Eightmile Creek FRCO 2-216	FR30	c1930		steel through girder	37'	1	7	
Fremont	Bridge over Eightmile Creek FRCO 12-226	FR31	c1930		steel through girder	57'	1	12	
Fremont	Bridge over Eightmile Creek FRCO 13-227	FR32	c1930		steel through girder	48'	1	7	
Fremont	Petroleum Avenue Bridge FRCO 233-PETRO.	FR33	c1930		steel through girder	45'	1	3	
Fremont	Oak Creek Avenue Bridge RV 1-OAK CK.	FR34	c1930	-	steel deck girder	33'	1	3	
Fremont .	Bridge over Eightmile Creek FRCO 14-228	FR35	c1930		steel deck girder	40'	1	7	
remont	Bridge over Dry Creek FRCO 16-229	FR36	c1930		steel through girder	38'	2	3	
Fremont	Coal Creek Bridge FRCO 95-204	FR37	c1930		steel through girder	38'	1	3	
remont	Highland Avenue Bridge FRCO 103-HL AVE		c1930		steel deck girdar	28'	1	3	
remont	Grandview Avenue Bridge FRCO 104-GRV AV		c1930		steel deck girden	29'	1	3	
remont	Bridge over Eightmile Creek	FR40	c1910		steel through girder	55'	1	17	
remont	Bridge over unnamed creek	FR41	c1935		steel deck ginder	36'	1	3	
remont	Bridge over Eightmile Creek	FR42	c1930	9999	steel through girder	47'	1	7	
Fremont	Bridge over Oak Creek	FR43	c1940		steel deck girder	58'	1	8	



OMB NO. 1024-0018

Page 13

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

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COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	S RATG.	COMMENTS
Fremont	Mesa Avenue Bridge	c1940		steel deck girder	28'	1	3	
	RV 2-MESA AVE. FR44							
Fremont	West Second Street Bridge FRCO 231-W2NDST FR45*	1908	Fox and Smith Florence Co.	segmental reinf. concrete filled spandrel arch	50'	1	37	
Fremont	Third Street Bridge	1916	Fox and Smith	segmental reinf.	45'	1	33	
TTEMOTE	FRC0 232-3RD ST FR46	1510	Florence Co.	concrete filled spandrel arch	45	1	55	
Fremont	West Third Street Bridge FRCO 13A-203 FR47*	1908	Fox and Smith Florence Co.	segmental reinf. concrete filled spandrel arch	40'	1	34	
Fremont	Bridge No. 10 FRCO 10-224 FR48*	1894	Orman and Crook Pueblo Co.	steel railroad deck girder trestle	69'	3	66	excellent early railroad trestle o important rail lin
Fremont	Coaldale Bridge FR49*	1906	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt through truss	105'	1	31	
Fremont	Second Street	1916	Fox and Smith	reinf. concrete	50'	1	22	
remone	Bridge FR50	1910	Florence Co.	slab-and-girder	50	1	55	
Fremont	Fifth Street Bridge FR51	1916	Fox and Smith Florence Co.	segmental reinf. concrete filled spandrel arch	50'	1	33	
Fremont	Portland Bridge K-16-K FR52*	1926	H.M. Fox Florence Co.	riveted steel Pratt semi-deck truss	150'	1	53	only example of uncommon truss typ in survey
Fremont	Bridge over Hardscrabble Creek K-16-Q FR53	1928	Minnesota-Moline Power Implement Company Minneapolis Mn.	riveted steel Parker through truss	125'	1	29	
Fremont	Bridge over Spring Creek K-13-G FR54	1934	Gordon Construction Company	segmental reinf. concrete filled spandrel arch	55'	1	28	
Fremont	Bridge over Arkansas River K-15-I FR55	1937	Driscoll Construction Company	riveted steel Parker through truss	175'	1	34	
Fremont	Bridge over D&RGW RR K-16-S FR56	1930	Mountain States Construction Company	reinf. concrete slab-and-girder	46'	6	31	
Fremont	Bridge over Adobe Creek K-16-AN FR57	c1910 1951	Brown Construction Company (remodeler)	steel through girder	58'	1	10	
Fremont	Royal Gorge Bridge FR58*	1929	Royal Gorge Bridge and Amusement Company Canon City Co.	steel suspension bridge	880'	1	77	longest bridge in state; enrolled on NRHP in 1983
Fremont	Tunnel No. 1 FR59*	1894	Orman and Crook Pueblo Co.	mountain tunnel	166'	1	58	
Fremont	Tunnel No. 2 FR60*	1895	Orman and Crook Pueblo Co.	mountain tunnel	247'	1	58	
Garfield	Satank Bridge GA01*	1900	Pueblo Bridge Company Pueblo Co.	pinned timber & steel Pratt through truss	100'	1	67	only timber Pratt through truss in survey
Garfield	Una Bridge GAR300-00.79 GA02*	1910	Charles G. Sheely Construction Company	riveted steel dblinter. Warren	203'	1	75	only example of type in survey
Garfield	Hardwick Bridge	1923	Denver Co. Monarch Engineering Company	through truss riveted steel Pratt through	131'	1	36	
Garfield	GAR109-01.43 GA03* Roan Creek Bridge	1897	Denver Co. Youngstown Bridge Company	truss pinned steel Pratt through	100'	1	41	
	GAR202-13.90 GA04 *		Youngstown Oh.	truss				

COUNTY

Garfield

Garfield

Gunnison

Gunnison

Gunnison

Gunnison

BRIDGE NAME

South Canon

Rifle Bridge

Bridge

United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form

1909

Company

Colorado Vehicular Bridges 7 Continuation sheet Item number

GA05*

GU04

GU05

GU06

GU07

c1920

c1935

Bridge over North

Four Mile Bridge

GUN032-10.80

Bridge over

Bridge over

Willow Creek GUN742-24.00

Taylor River GUN742-20.80

Fork of Gunnison R. GUN012-00.20

ne en ch

15 Page BRIDGE TYPE COMMENTS LENGTH SPANS RATE. Missouri Valley Bridge pinned steel 190' 1 61 one of two of type Pennsylvania in survey Leavenworth Ks. through truss Charles G. Sheely 2 77 pinned stl. Parker 240' longest pinned **Construction** Company and Pennsylvania 190' truss in survey; through trusses unique truss comb. Denver Co. removed

<u></u>		GA06*		Denver Co	through trusses	190.			unique ti
Garfield	Silt Bridge								bridge re
	GAR311-12.70	GA07							
Garfield	Glenwood Canon Bridge F-08-L	GA08	1937	Midwest Steel and Iron Company (fab.)	riveted steel Camelback pony truss	125'	2	29	
Garfield	Bridge over Elk Creek F-06-A	GA09	1931	A.R. Mackey	riveted steel Camelback pony truss	100'	1	28	
Grand	Spring Road Bridge 049002000.10011	GR01	c1925		riveted steel Pratt pony truss	60'	2	8	
Grand	Bridge over Williams Fork 049033000.50020	GR02	1929	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	60'	1	30	
Grand	Radium Bridge 049001100.10005	GR03	1927	Monarch Engineering Company Denver Co.	riveted steel Camelback pony truss	90'	2	34	
Grand	North Fork Bridg		1916	M.F. Levy Construction	riveted steel Pratt pony truss	90'	1	36	
	049062000.20024	GR04		Denver Co.					
Grand	Bridge over Muddy Creek 049002500.30003	GR05	c1925		riveted steel Pratt pony truss	64'	1	6	
Grand	Bridge over Blue River 049001001.10001	GR06	c1925		riveted steel Pratt pony truss	60'	1	6	
Grand	Bridge over Colorado River D-12-D	GR07	1934	Sacra and Watts	riveted steel Pratt deck truss	ý 91'	2	32	
Grand	Bridge over Colorado River D-13-0	GR08	1935	W.O. Allison	riveted steel Camelback pony truss	100'	2	30	
Grand	Bridge over Fraser River D-13-K	GR09	1933	J.H. Miller and Company	riveted steel Camelback pony truss	100'	1	28	
Gunnison	Bridge over Ohio Creek GUN818-00.80	GUO1							bridge re
Gunnison	Bridge over Anthracite Creek GUN012-05.60	GU02	c1910		pinned steel Pratt through truss	141'	1	8	
Gunnison	Bridge over Lake Fork of Gunnison GUN025-2.20	R. GUO3	c1930		timber Pratt pony truss	40'	1	18	
Cummina	D								

DATE CONTRACTOR 1914

riveted steel

Pratt pony truss

bridge removed

steel deck girder 50' 8 1

60'

3 11

removed

bridge removed

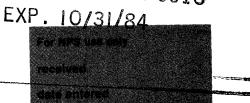
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National Register of Historic Places _____ Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

Page	16

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	RATG.	CAT. COMMENTS
Gunnison	Bridge over Texas Creek GUN742-26.80	GU08	c1935		steel deck girder	50'	1	8	3
Gunnison	Bridge over Ruby Anthracite Creek GUN012-21.00		c1940		steel through girder	48'	1	3	3
Gunnison	Bridge over Gunnison River J-09-C	GU10	1926	Lambie-Bate Construc- tion Company Denver Co.	riveted steel Pratt through truss	125'	1	32	3
Gunnison	Bridge over Gunnison River J-09-D	GU11	1926	Lambie-Bate Construc- tion Company Denver Co.	riveted steel Pratt through truss	125'	1	32	3
Hinsdale	Bridge over Cebolla Creek HIN05-18.19	HI01	c1935		riveted steel Pratt pony truss	50'		3	3
Huerfano	Bridge over Sandy Arroyo HU120-2.7-S10	HUO1	1927	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	59'			3
Huerfano	Bridge over Cucharas River HU302-S0.1-S160	HU02	c1920		riveted steel Camelback pony truss	100'	2		3
Huerfano	Bridge over Bear Creek HU330-s0.3-S160	HU03	c1930		riveted steel Pratt pony truss	71'	1	6	3
Huerfano	Bridge over Cucharas River HU350-S0.7-S160	HU04	c1910		pinned steel Pratt half-hip pony truss	59'	1	17	3
Huerfano	Bridge over Middle Creek HU450-3.3-S160	HU05	c1930		riveted steel Pratt pony truss	40'	1	3	3
Huerfano	Bridge over Huerfano River HU540-S0.2-S69	HU06	c1920		riveted steel Camelback pony truss	98'	1	8	3
Huerfano	Bridge over Huerfano River HU550-S0.0-S69	HU07	c1920		riveted steel Camelback pony truss	100'	1	3	3
Huerfano	Badito Bridge HU616-0.2-S69	HU08	1911	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten arch	66'	1	42	3
Huerfano	Butte Valley Bridge	HU09*	1916	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten arch	75'	2	40	3
Huerfano	Bridge over Cucharas River N-18-I	HU10	1937	Relief forces	riveted steel Camelback pony truss	100'	2	18	3
Huerfano	Bridge over Turkey Creek N-16-L	HU11	m1932	Blanc h ard Kenney	riveted steel Pratt pony truss	60'	1	20	3
Huerfano	Bridge over Cucharas River 0-16-E	HU12	c1915		segmental reinf. concrete filled spandrel arch	20'	1	23	3
Jackson	Bridge over Chedsey Creek 057000500.20017	JA01	c1925		riveted steel Camelback pony truss	70'	1	6	3
Jackson	Bridge over Illinois River B-11-C	JA02	1937	F.M. Kenney	riveted steel Camelback bony truss	100'	1	28	3
Jackson	Bridge over Michigan River B-11-A	JA03	1937	Babb and Thorkildsen	riveted steel Camelback pony truss	100'	1	28	3
Jackson	Bridge over North Platte Riv A-11-H	er JA04	1938	Colorado Bridge and Construction Company Denver Co.	riveted steel Camelback pony truss	100 '	2	36	3



OME NO. 1024-0018

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National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	5 RATG.	COMMENTS
Jefferson	Kipling Street LKWD-0.1-0.60-0		c1925		riveted steel Camelback pony	75'	1	6	
Jefferson	Idledale Bridge D-19-30		1909 mc1940	Charles G. Sheely Construction Company Denver Co.	truss riveted steel Pratt half-hip pony truss	44'	1	40	
Jefferson	F Avenue Bridge C-19-27		c1920	benver co.	riveted steel Warren pony truss	46'	1	9	
Jefferson	Deckers Bridge		c1925		w/alt. verticals riveted steel Warren pony truss	80'	1	14	
Jefferson	E-5-1 South Platte Br		c1930		<pre>w/ alt. vert. & pc riveted steel Camelback pony</pre>	oly. 78'	1	6	<u></u>
Jefferson	F-10-8 Bridge over Upper Bear Cree I-18-22	JE05	c1930		truss steel deck girder	40'	1	3	
Jefferson	Bridge over Upper Bear Creel B-18-19		c1930		reinf. concrete rigid frame	25'	1	7	
Jefferson	Bridge over D&SL Railroad E-15-C	JE08	1939	Pioneer Engineering & Construction Company	steel RR deck girder	38'	1	21	
Jefferson	Bridge over Sawmill Gulch F-15-Z	JE09	1935	Sacra and Watts/ Lowdermilk Brothers	reinf. concrete open spandrel arch	89'	1	34	<u>, , , , , , , , , , , , , , , , , , , </u>
Jefferson	Tunnel No. 2 F-15-AX	JE10	1941	G.L. Tarlton Construction Company	mountain tunnel	1068'	1	35	
Jefferson	Tunnel No. 3 F-15-AW	JE11	1941	G.L. Tarlton Construction Company	mountain tunnel	769'	1	30	
Kit Carson	Bridge over Spring Creek KITC-0E-3.50-01	ксо1	c1920		riveted steel Pratt pony truss	60'	1	6	
Kit Carson	Bridge over Landsman Creek G-27-D	KC02	1927		reinf. concrete slab-and-girder	57'	1	20	
Lake	Bridge over Arkansas River H-11-J	LA01	1936	Claybaugh & Hallenbeck	riveted steel Camelback pony truss	100'	1	28	
La Plata	Bridge over Florida River 067024013.80046	LP01							bridge removed
La Plata	Bridge over Animas River 067021400.00034	LP02	m1920	Monarch Engineering Company Denver Co.	riveted steel military bridge & Pratt pony truss	71'	2	26	
La Plata	Trimble Springs Bridge 067025200.20021	LP03							bridge removed
La Plata	Bridge over La Plata River 067011902.00028	LP04	c1930		riveted steel Pratt pony truss	60'	1	6	
La Plata	Bridge over Cherry Creek 067010508.10026	LP05	c1925	n al faith an ann an	riveted steel Pratt pony truss	61'	1	6	
La Plata	Bridge over Florida River	LP06	c1925		riveted steel Pratt pony truss	60'	1	6	
La Plata	Bridge over Florida River 067024500.10011		c1930	,	riveted steel Pratt pony truss	51'	1	3	

EXP. 10/31/84

OMB NO. 1024-0018



Page 17

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National Register of Historic Places-Inventory-Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	RATG.	COMMENTS
La Plata	Bridge over La Plata River 067012000.30030 LP08	c1930		riveted steel Pratt pony truss	70'	1	6	
La Plata	Bridge over Animas River 067025000.70024 LP09	c 1930		riveted steel Pratt pony truss	78'	1	6	
La Plata	Bridge over Florida River 067023402.10015 LP10	c1930		riveted steel Pratt pony truss	65'	1	6	
La Plata	Bridge over Florida River 0670022801.80017 LP11	c1935		riveted steel Pratt pony truss	60'	1	6	
La Plata	Hermosa Bridge 067020300.20022 LP12	c1925		riveted steel Pratt pony truss	52'	2	5	
La Plata	Bridge over Florida River 067051000.30020 LP13	c1940		riveted steel Pratt pony truss	59'	1	3	
La Plata	Second Avenue Bridge 0350.02 LP14	c1945		steel deck girder	24 '	1	1	
La Plata	Bayfield Bridge	1932	J.H. Miller and Company	Camelback pony	100'	1	28	
La Plata	P-06-G LP15 Bayfield Bridge	1932	J.H. Miller and Company	Camelback pony	100'	1	28	
Larimer	P-06-H LP16 Linden Street Bridge FCLIND-0.1-WLLW LR01*	1902 1905	W.H. Roller Fort Collins Co.	truss pinned steel Pratt through and half- hip pony truss	118' 35'	2	48	
Larimer	Bryan Avenue Bridge FCOAK-0.0-BRYN LRO2	c1920		steel through girder	25'	1	3	
Larimer	Bridge over Little Thompson River LR4-0.9-21 LR03	c1920		riveted steel Pratt pony truss	62'	1	6	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Larimer	First Street Bridge LR20-0.6-17 LR04*	1917	A.J. Robertson Greeley Co.	rigid/pin skewed Pratt pony truss	50'	1	41	
Larimer	Bridge over Little Thompson River LR43F-0.2-4F LR05	c1930		riveted steel Warren pony truss w/alt. verticals	37'	1	9	
Larimer	Bridge over Big Thompson River LR9E-0.4-S402 LR06	1927	T.J. Patterson	riveted steel Camelback pony truss	78'	1	28	
Larimer	Saint Louis Avenue Bridge LR13C-0.1-S402 LR07						a a an	bridge removed
Larimer	Bridge over Larimer County Canal LR13-0.0-54 LR08	c1930		timber/steel Kingpost pony truss	32'	1	18	, γδα - τον του, τ
Larimer	Morraine Avenue Bridge EP-MRRNE-THOM LRO9	1922	na 1967 mar an an Anna an an Anna an A	riveted steel Pratt pony truss	66'	1	18	
Larimer	Roosevelt Avenue Bridge LR15D-0.8-18 LR10	1923		riveted steel Pratt pony truss	69'	1	18	ng a an a
Larimer	Bridge over Poudre Valley Canal LR15-1.0-60 LR11	1925	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	68']	30	
Larimer	Bridge over Missouri Canyon Creek LR27-0.1-29 LR12	c1930		steel deck ginder	40'	1	3	

OMB NO. 1024-0018 EXP. 10/31/84

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National Register of Historic Places-Inventory-Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	S RATG.	COMMENTS
Larimer	Bridge over Handy Ditch LR20-0.2-29 LR13	c1940		steel deck girder	28'	1	3	
Larimer	Bridge over Exchange Ditch LR13E-0.3-24E LR14	1937	Works Projects Administration	semicircular rubble arch w/stilted haunches	9'	2	25	
Larimer	Virginia Dale Bridge LR43F-1.0-S287 LR15*							bridge removed
Larimer	Bridge over Boxelder Creek LR56-1.0-125 LR16							bridge removed
Larimer	Bridge over Poudre River LR63E-12.0-44H LR17			1 1 1 1				bridge removed
Larimer	County Fairgrounds Bridge LR18*	1915	G.E. Washburn	riveted steel Pratt through truss	96'	1	40	an tha gun tha a tha ann ann ann ann ann ann ann ann ann a
Larimer	Bridge over Big Thompson River C-15-I LR19	1937	M.E. Carlson	riveted steel Camelback pony truss	100'	1	28	
Larimer	Bridge over Big Thompson River C-15-J LR20	1937	M.E. Carlson	riveted steel Camelback pony truss	100'	1	28	
Larimer	Bridge over Big Thompson River C-16-AA LR21	1933	Lawrence Construction Company	riveted steel Camelback pony truss	100'	1	28	
Larimer	Bridge over Big Thompson River C-16-Z LR22	1933	Lawrence Construction Company	riveted steel Camelback pony truss	100'	1	28	
Larimer	Bridge over Larimer County Canal B-16-Q LR23	1931	Blanchard Brothers Construction Company	riveted steel Camelback pony truss	100'	2	30	
Larimer	Bridge over Poudre River B-14-A LR24	1924 m1947	Larimer County road crew	riveted steel Pratt pony truss	60'	1	16	
Larimer	Bridge over Poudre River B-14-B LR25	1928	Denver Steel and Iron Company Denver Co.	riveted steel Camelback pony truss	70'	1	32	
Larimer	Bridge over Poudre River B-16-AA LR26	193 0	F.C. Dreher Construction Company	riveted steel Camelback pony truss	100'	2	30	
Larimer	Bridge over Poudre Valley Canal B-16-AS LR27	1927	Denver Steel and Iron Company Denver Co.	riveted steel Camelback pony truss	80'	1	28	
Larimer	Baldwin Tunnel B-15-E LR28	1916	Convict work crew	mountain tunnel	95'	1	36	-
Las Animas	Linden Avenue Bridge TP-18-A LSO1*	1912 m1955	Patterson-Burghardt Construction Company Denver Co.	riveted steel Pennsylvania through truss	219'	2	45	good early long- span example of type
Las Animas	Bridge over Burro Canon Creek LA53.5-27-10-35 LSO2	c1910		pinned steel Pratt through truss	90'	1	7	
Las Animas	Bridge over Reilly Canon Creek LA57.7-29-11-37 LSO3	c1925		riveted steel Pratt pony truss	60'	1	6	1
Las Animas	Bridge over San Francisco Creek LA105.5-50-8-84 LSO4	c 19 30		riveted steel Pratt pony truss	50'	1	3	
Las Animas	Bridge over San Francisco Creek LA105.5-50-9-83 LS05	c1930		riveted steel Pratt pony truss	50'	1	3	

OMB NO. 1024-0018 EXP. 10/31/84

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National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	S RATG.		COMMENTS
Las Animas	Leitensdorfer Arroyo Bridge LA79-40-18-60 LSO6*	1914	Trinidad Foundry and Machine Company Trinidad Co.	pinned/rigid Avery pony truss	40'	1	58		one of only two example of patented truss type
Las Animas	Elson Bridge LA36-41-18-62 LS07*	1905	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt through truss	150'	1	42		good early example of common truss type
Las Animas	Purgatoire Canon Bridge LA143-70-26-103 LS08*	1929	Colorado Interstate Gas Company Denver Co.	pinned steel Pratt through truss	110'	2	42		
Las Animas	Bridge over Apishapa River LA41.6-22-22-16 LS09*	c1915	Trinidad Foundry and Machine Company Trinidad Co.	pinned/rigid Avery pony truss	40'	1	58		one of only two examples of paten- ted truss type
Las Animas	Bridge over Navricio Creek LA43.7-25-26-23 LS10	c1935		riveted steel Pratt pony truss	60'	1	6		
Las Animas	Bridge over Arroyo Feeder LA75-38-17-52 LS11	c1920			****				bridge removed
Las Animas	Weston Bridge	c1915		pinned steel Pratt half-hip	70'	1	. 18		
Las Animas	LA31.9-17-10-6 LS12 Bridge over Timpas River LA121-61-42-118 LS13	c1920		pony truss riveted steel Pratt pony truss	40'	1	3		
Las Animas	Bridge over Rito Seco Creek LA8.8-54-5-92 LS14	c1925		riveted steel Pratt pony truss	50'	1	3		
Las Animas	Bridge over Wet Canon Creek LA15.7-17-10-2 LS15	c1930		steel through girder	50'	1	8	~	
Las Animas	Bridge over Del Agua Creek LA52-33-26-45 LS16	c1935		steel through girder	43'	1	3		
Las Animas	Bridge over Reilly Canon Creek LA51-26-15-20 LS17	c1940		steel through girder	50'	1	8		
Las Animas	Bridge over Trementina Creek LA131-67-10-102 LS18	1936	Works Projects Administration	semicircular rubble arch	29'	1	28		
Las Animas	Bridge over Model Ditch LA79-40-19-59 LS19*	c1915	John A. Laughlin Trinidad Co.	reinf. concrete through girder	40'	1	50		
Las Animas	Commercial Street Bridge TP-18-B LS20*	1905	Marsh Bridge Company Des Moines Io.	segmental reinf. concrete Luten arch	70'	2	61		earliest example of type; regionally important bridge
Las Animas	Bridge over Purgatoire River LA75.1-41-18-61 LS21	1912	Gaudio Bulgaroni Trinidad Co.	segmental reinf. concrete filled spandrel arch	40'	1	33		
Las Animas	Bridge over Trementina Creek LA6.8-69-2-124 LS22	1936	Works Projects Administration	semicircular rubble arch	20'	1	26		
Las Animas	Bridge over Road Canon Creek LA40.2-31-23-D LS23*	1912	Gaudio Bulgaroni Trinidad Co.	segmental reinf. concrete filled spandrel arch	46'	1	33		
Las Animas	Bridge over Purgatoire River LA24.6-39-12-49 LS24	1911	Carlo Gandolla Trinidad Co.	semicircular reinf concrete filled spandrel arch	. 25'	1	33		
Las Animas	Bridge over Rito Agua Dulce LA22-54-11-89 LS25	c1930		riveted steel Pratt pony truss	37'	1	3	<u></u>	
Las Animas	Bridge over Rito Axul Creek LA4.4-59-2-95 LS26	c1925		riveted steel Camelback pony truss	80'	1	8		

OMB 20.1024-0018 EXP. 10/31/84

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National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges 7 Item number

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COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	RATG	
Las Animas	Bridge over Christian Canor LA121-59-45-116		c1945		welded steel pipe Pratt pony truss	42'	1	1	
Las Animas	Bridge over Purgatoire Rive LA18.3-28-9-36	er LS28	c1920	Midwest Steel and Iron Works (fabricator)	riveted steel Camelback pony truss		2		
Las Animas	Cedar Street Br	ridge LS29*	1901	American Bridge Company Lassig Branch Lassig Il.	pinned steel Pratt through truss w/ through girder app		1	51	
Las Animas	Bridge over San Francisco (P-20-E	Creek LS30	1926 m1947	Domenic Leane (mover)	riveted steel Parker pony truss	100'	1	37	
Las Animas	Bridge over Trinchera Creek P-20-G	LS31	1922 m1948	Domenic Leane (mover)	riveted steel Parker through truss	150'	1	13	
Las Animas	Bridge over Purgatoire Rive 0-19-H		1937	Southern Colorado Construction Company	riveted steel Camelback pony truss	100'	1	28	
Las Animas	Bridge over Purgatoire Rive P-17-H	er LS33	1912	Gaudio Bulgaroni Trinidad Co.	segmental reinf. concrete filled spandrel arch	45'	1	33	
Las Animas	Bridge over Burro Canon P-18-L	LS34*	1936	Works Projects Administration	multiplate rubble arch w/stilted haunches	17'	3	50	best example of type in survey
Logan	Bridge over Unnamed Ditch LOG52-67.0-150	L001	c1920	αν μα διαδιμός μαραγογικό του παζού του γραγογογιατός ματό το πολογ	steel deck girder	31'	1	3	
Logan	Bridge over Sterling Canal LOG34-35.1-84	L002	c1920	# 1999 - 1999 - - 1999 - 1997 - 199	riveted steel Warren pony truss w/alt. verticals	50'	1	7	
Mesa	Black Bridge MESA-25.3-3-B.9	ME01*	1891	Kansas City Bridge and Iron Company Kansas City Mo.	pinned steel Pratt through truss	217'	1	57	<pre>excellent long-span early example of type</pre>
Mesa	Bridge over Hunter Wash MESA-J-20.8	ME02	c1940		riveted steel Pratt through truss	125'	1	14	
Mesa	Bridge over Roan Creek MESA-44-V.6	ME03	c1930	- gala - 20-20, 2007 - 1400 - 2400 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 200	riveted steel Pratt pony truss	80'	1	8	
Mesa	Cameo Bridge MESA-I.9-39.4	ME04	c1940		riveted steel Camelback and Pratt pony trusses	100'	• 4	12	
Mesa	Bridge over Govt. Highline MESA-H-27.01		1926		steel deck girder	47'	1	3	
Mesa	Bridge over Plateau Creek MESA-60.5-P.8	ME06	c1945	MANYO MATANI ANG	steel deck girder	40'	1	1	
Mesa	Bridge over Colorado River G-04-A	ME07	1945	A.S. Horner	riveted steel Parker through truss	200'	2	33	
Mesa	Bridge over D&RGW Railroad H-02-N	ME08	1939	Gerard Knutson	riveted steel Pennsylvania through truss	150'	1	32	
Mesa	Fifth Street Bri H-02-H		1933	Wisconsin Bridge and Iron Company	riveted steel Parker through	185'	4	50	important early highway truss
Mesa	Fruita Bridge	ME10*	1907	M.J. Patterson Bridge Company Denver Co.	truss pinned steel Parker through truss	155'	3	71	older of two examples of type; early State Bridge
Mineral	Sevenmile Bridge M-09-D		1935	Ne de cartan e sensañ e vere de paracese de se de paracese de la comparación de la comparación de la comparación	riveted steel can- tilevered Pratt deck truss	110'	3	34	determined eligible for NRHP in 1981

Page 21

OMB NO. 1024-0018 EXP. 10/31/84

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges 7 Item number

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN:	S RATG.	COMMENTS
Mineral	Bridge over Rio Grande River MIN430-0.1-1 MIO2	c1930		riveted steel Camelback pony truss	100'	1	8	
Mineral	Bridge over Rio Grande River MIN806-0.8-04 MIO3		,		·		<u></u>	bridge removed
Mineral	Bridge over Rio Grande River MIN430A-0.4-2 MIO4	c1930		riveted steel Pratt pony truss	76'	2	8	•
Mineral	Bridge over Pass Creek N-09-C MI05	1935		segmental reinf. concrete filled spandrel arch	60'	1	24	
Moffat [.]	Juniper Springs Bridge MOF53-08.35 MF01*	1906 m1932	Charles G. Sheely Construction Company Denver Co.	pinned steel Pratt through truss	128'	2	46	-
Moffat	Two Bar Bridge MOF10-26.09 MF02	c1910 m1961		pinned steel Pratt through truss	124 '	1	10	
Moffat	Roubideaux Bridge MOF129-00.13 MF03	1920	Monarch Engineering Company Denver Co.	riveted steel Camelback pony truss	80'	1	30	
Moffat	Slater Bridge MOF1-00.39 MF04	1920	Monarch Engineering Company Denver Co.	riveted steel Camelback pony truss	80'	1	30	
Moffat	Lily Park Bridge MOF25-00.3 MF05	c1910 m1959		pinned steel Pratt through truss	112'	2	13	
Moffat	Dowden Bridge MOF18S-01.00 MF06	1914	A.L. Greenburg Iron Company (fabricator) Terra Haute In.	riveted steel Pratt half-hip pony truss	66'	1	36	
Moffat	Bridge over Little Snake River MOF4N-00.84 MF07	c1925		riveted steel Pratt through truss	125'	1	10	
Moffat	Maybell Bridge MOF19-01.19 MF08	c1935 m1971	purchased from Wyoming State Highway Depart- ment	riveted steel Warren pony truss w/vert. and poly.	100'	2	21	
Moffat	Bridge over Slater Creek MOF1-01.42 MF09	c1935		steel through girder	30'	1	3	
Moffat	Bridge over South Williams Fork MOF65-00.78 MF10	c1930	nan manana na kata kata kata kata kata kata k	steel deck girder	47'	1	3	
Moffat	First Street Bridge MOF1STST-00.25 MF11	c1940		steel through girder	77'	1	8	
Moffat	Bridge over Williams Fork MOF37-00.31 MF12	c1940		steel through girder	79'	1	8	
Moffat	Bridge over Fortification Creek MOFSTCKDR-00.11 MF13	c1940	-	steel deck girder	66'	1	8	
Moffat	Bridge over Slater Creek MOF1-01.11 MF14	c1940		steel deck girder	30'	1	3	
Moffat	Bridge over Williams Fork MOF47-00.13 MF15	c1940		steel through girder	41'	1	3	
Moffat -	Government Bridge MOF17-13.35 MF16*	1912	M.F. Levy Construction Company Denver Co.	pinned steel Pratt through truss	100'	2	38	
		1000						

OMB NO. 1024-0618 EXP. 10/31/84

> 22 Page

truss

125' 2 33

riveted steel

Parker through

J. Fred Roberts & Sons

Denver Co.

MF17

1932

Moffat

Bridge over

Yampa River

B-04-A

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

OMB NO. 1024-0018 EXP. 10/31/84

For SPECture and received date entered

Page

23

BRIDGE TYPE COMMENTS BRIDGE NAME DATE CONTRACTOR LENGTH SPANS RATE. COUNTY 125' Moffat 1926 2 34 Bridge over Northwestern riveted steel Yampa River Construction Company Pratt through B-06-C MF18 truss Fourth Street Bridge Missouri Valley Bridge pinned steel Pratt 100' 1916 2 36 Montezuma and Iron Company through and rigid 69 0335.01 MN01 Leavenworth Ks. Warren pony truss c1925 60' Bridge over Mancos River riveted steel 1 6 Montezuma Pratt pony truss 083003901.90005 MN02 riveted steel 100' 1 30 Montezuma Bridge over 1929 Denver Steel and Iron Camelback pony McElmo Creek Company 083000G11.90014 MN03 Denver Co. truss Montezuma Spruce Street Bridge c1930 riveted steel 50' 1 3 Pratt pony truss 083004100.20003 MN04 100' 7 c1920 riveted steel 1 Montezuma Bridge over McElmo Creek Pratt through 083000J00.10012 MN05 truss 1936 Wood/Morgan/Burnett 80' 1 28 riveted steel Montezuma Grand Avenue Bridge Camelback ponv 0-03-J MN06 truss c1925 70' 1 6 Montrose riveted steel Bridge over Uncompangre River 085003001.40054 M001 Pratt pony truss Bridge over San Miguel River 63' c1925 1 6 Montrose riveted steel Pratt pony truss 085014000.40012 M002 riveted steel Bridge over 70' c1925 1 6 Montrose South Canal Pratt pony truss 085006805.80019 M003 Montrose 1917 Bridge over riveted steel 62' 1 22 **Cimarron River** Pratt pony truss 085006901.80029 M004 Montrose Bridge over 1929 Denver Steel and Iron riveted steel 80' 1 30 San Miguel River 085004A00.50013 M005 Camelback pony Company Denver Co. truss Montrose Bridge over c1930 riveted steel 60' 1 6 Uncompangre River Pratt pony truss 085041B00.30023 M006 Montrose Bridge over c1910 pinned steel 74' 1 12 San Miguel River Pratt pony truss 085090Å07.00014 M007 Montrose Bridge over c1930 riveted steel 70' 1 6 Uncompangre River Pratt pony truss 085006700.40020 M008 Montrose Bridge over c1930 60' riveted steel 1 6 Paradox Creek Pratt pony truss 085010700.70001 M009 c1930 Montrose Bridge over riveted steel 68' 1 6 San Miguel River Pratt pony truss 085007900.00004 M010 Montrose Bridge over c1930 1 riveted steel 70' 6 South Canal Pratt pony truss

085006700.90017 M011 Montrose Bridge over c1920 riveted steel 143' 1 17 San Miguel River Pratt through 085011000.00002 M012 truss Montrose Bridge over c1920 steel through 37' 3 1 M&D Canal girder 085000703.10021 M013 Montrose Bridge over c1930 steel deck girder 32' 1 3 M&D Canal 085041A01.60024 M014

National Register of Historic Places Inventory—Nomination Form

7 Item number Continuation sheet Colorado Vehicular Bridges

GMB He. 1024-0018 EXP. 10/31/84

COMMENTS BRIDGE TYPE CONTRACTOR BRIDGE NAME DATE LENGTH SPANS RATE. COUNTY Montrose Bridge over 1935 Babb and Thorkildsen riveted steel 100 1 28 Camelback pony Loutenheizer Wash M015 truss J-05-J 1 28 Montrose Bridge over 1936 Ed Selander riveted steel 100' Uncompangre River Camelback pony K-05-M M016 truss 125' 1 23 Montrose Bridge over 1952 Gardner Construction riveted steel Dolores River Pennsylvania Company K-01-C M017 through truss 1 31 Prewitt Bridge 1912 Patterson-Burghardt riveted steel 48' Morgan Construction Company Pratt pony truss MGBB-0.0-36 MR01* Denver Co. riveted steel 57' 1 33 1912 Morgan Prewitt Bridge Patterson-Burghardt Pratt pony truss Construction Company MR02* MG36-0.7-AA Denver Co. 1922 Colorado Bridge and reinf. concrete 90' 11 82 only example in Morgan Rainbow Arch Bridge survey; perhaps longest in world Construction Company fixed Marsh arch MR03* C-21-C Denver Co. 1 0tero Pringle Street Bridge c1920 riveted steel 80' 8 Camelback pony LJ-PRINGLE ST OTO: truss segmental reinf. 1915 Pueblo Bridge Company 54' 2 32 Otero Fifth Street Bridge Pueblo Co. concrete Luten LJ3-FIFTH ST. 0T02 arch 1907 Pueblo Bridge Company 100' 1 35 Otero Smith Hollow Bridge pinned steel Pueblo Co. Pratt through 0T-10-9-31.5-26 0T03* truss 1907 Pueblo Bridge Company pinned steel 85 1 42 Otero Bridge over Timpas Creek Pueblo Co. Pratt pony truss 0T-23-22-24-125 0T04* Otero Swink Bridge 1921 Pueblo Bridge Company pinned steel 148' 2 60 determined eligible Pueblo Co. Camelback through for NRHP in 1983 0T245-24-26-138 0T05* truss Otero Bridge over 1924 Pueblo Bridge Company riveted steel 80' 1 32 Pueblo Co. Camelback pony Crooked Arrovo OT-21-20-16-111 0T06 truss Pueblo Bridge Company semicircular reinf. 57' 2 44 Otero Apishapa Bridge 1911 concrete filled Pueblo Co. OTHH.5-4-30-018 OT07* spandrel arch Otero Timpas Bridge 1923 Pueblo Bridge Company 120' 1 31 riveted steel Pueblo Co. Pratt through 0T-N-15.5-12-59 0T08* Bridge over Fort Otero Lyon Storage Canal 0T-25-24-30-142 0T09 Otero Bridge over Fort Lyon Canal 0T-33-32-27-198 0T10* Otero Bridge over Nine Mile Canal

			truss				
c1920			riveted steel Camelback pony truss	100'	1	8	
1917	Pueblo Pueblo	Bridge Company Co.	riveted steel Camelback pony truss	75'	1	39	
 c1925			riveted steel Camelback pony truss	80'	1	8	
 c 1925			riveted steel Camelback pony truss	75'	1	6	
 1925	Lee F.	Williams	riveted steel Parker through	150'	1	32	

truss

truss

truss

riveted steel

Camelback pony

riveted steel

Camelback pony

24 Page

0T14 Bridge over 1938 Timpas Creek

0T13

0T11

M-22-G 0T15

0T-804-34-7-209

Bridge over Apishapa River

Bridge over

Apishapa River

L-21-B

M-20-C

Bridge over Fort Lyon Storage Canal 0T-36-35-39-218 0T12

Otero

Otero

Otero

Otero

1937

Midwest Steel and Iron

Denver Steel and Iron

Works (fabricator)

Company

Denver Co

100'

1 28

100' 1 32

United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form

Roaring Fork River

P106

G-08-1

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	S RATG.	COMMENTS
Otero	AT&SF Railroad Bridge L-22-H	0T16	1928	Brown Construction Company	steel railroad through girder	40'	1	21	
Otero	Bridge over Catlin Canal L-22-AP	0T17	1936	Denver Steel and Iron Company (fabricator)	steel deck girder	40'	1	19	
Otero	Bridge over Fort Lyon Canal L-22-K	0T18	1934	M.E. Carlson	steel through girder	70'	1	26	
Ouray	Dexter Creek Bridge OUR14A-0.0-05	0001*	1899	Missouri Valley Bridge and Iron Works Leavenworth Ks.	pinned steel Pratt pony truss	50'	1	41	
Ouray	Bachelor Switch Bridge OUR24-0.1-7		1900	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt pony truss	70'	1	40	good early example of common truss type
Ouray	Red Mountain Bridge OUR31-0.1-08	0003	c1900		pinned steel Pratt pony truss	60'	1	15	
Ouray	Bridge over Uncompahgre Riv OUR3A-0.7-02	er 0U04	c1920	9999-00-00-00-00-00-00-00-00-00-00-00-00	riveted steel Pratt pony truss	60'	1	6	
Ouray	County Line Bri	dge							bridge removed
	OUR906-0.2-10	0005				_			
Ouray	Bridge over Cow Creek OUR8-4.4-03	0006	c1930		steel deck girder	45'	1	7	
Ouray	Bridge over Uncompahgre Riv K-05-E	er 0U07	1937	H.I. Gardner	riveted steel Camelback pony truss	100'	1	28	
Ouray	Bridge over Canon Creek M-06-AB	0008	1935	in an	steel deck girder	30'	1	5	
Ouray	Bridge over Uncompahgre Rive L-06-L	er 0009	1936		steel deck girder	49'	1	5	
Ouray	Million Dollar Highway Tunnel L-06-P	0010	1921		mountain tunnel	200'	1	36	
Park	Bellford Mounta Heights Bridge PABHI-0.1-S285	in PA01	c1905	α, μας, ματικά - Στ	steel deck girder	31'	1	9	<u>, , , , , , , , , , , , , , , , , , , </u>
Park	Glenisle Bridge PAGL4-S0.0-S285	DA02.	1902	M.J. Patterson Bridge Company	steel deck girder	31'	1	35	
Pitkin	Gerbaz Bridge	PA02	c1925	Denver Co.	riveted steel	60'	2	10	
	PIT-021-00.2	PI01			Pratt pony truss	-	-		
Pitkin	Smith Bridge		1917	Missouri Valley Bridge and Iron Company	riveted steel Pratt pony truss	64'	1	32	
Pitkin	PIT-020-00.3 Roaring Fork Bri	PI02	1937	Leavenworth Ks. Denver Steel and Iron	riveted steel	66'		20	
, twitt		- 5 -	1937	Company	Pratt pony truss	00	T	90	
Pitkin	PIT-017-00.1 Bridge over Snowmass Creek PIT-009-01.2	PI03 PI04	c1920	Denver Co.	steel through girder	60'	1	8	
Pitkin	Midnight Mine Br PIT-15A-00.2	idge	c1920	······································	steel through girder	50'	1	8	
Pitkin	Bridge over Boaring Fork Rive	P105	1938	Henry Shore	riveted steel	125'	1	31	

Page 25

COMMENTS

OMB NO. 1024-0018 EXP. 10/31/84

,

through truss

Pennsylvania

DOLOGE TYPE

Avondale Bridge

PUCO 0.42-409B

1913

PU09*

Pueblo Bridge Company

Pueblo Co.

segmental reinf.

concrete Luten

arch

89'

3 49

excellent example

of type

Pueblo

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPANS	RATG.	 COMMENTS
Pitkin	Maroon Creek Bridge H-09-E PI07*	1888	Colorado Midland RR Track Crew	multiple-span steel railroad trestle	651' tot.	20	72	oldest and longest railroad trestle in survey
Pitkin	Sheely Bridge PIO8*	1911	Charles G. Sheely Construction Company Denver Co.	riveted steel Pratt through truss	85'	1	37	oldest riveted Pratt through trus in survey
Prowers	Bridge over North Butte Creek PR21-20-6.1-77 PR01	1922	Denver Steel and Iron Company Denver Co.	riveted steel Pratt pony truss	60'	1	28	
Prowers	Bridge over Buffalo Canal PRJJ-26.5-31-57 PRO2	c1925		riveted steel Pratt pony truss	55'	1	3	
Prowers	Bridge over Amity Canal PR13-12-33.9-39 PRO3	c1925		riveted steel Pratt pony truss	55'	1	3	
Prowers	Bridge over Amity Canal PR6-5.0-32.5-12 PR04	c1925		riveted steel Pratt pony truss	55'	1	3	
Prowers	Bridge over Amity Canal PR85-75-32.9-27 PR05*	c1875	Atchison Topeka and Santa Fe Railroad	pinned iron skewed Warren pony truss	48'	1	42	
Prowers	Bridge over Amity Canal PRPP-22.6-36-51 PRO6	c1940		reinf. concrete rigid frame	12'	2	9	
Prowers	Bridge over North Butte Creek PR16-15-7.8-78 PR07	1936	Works Projects Administration	semicircular rubble arch	12'	2	23	
Prowers	Bridge over Two Butte Creek PR20-20-6.1-86 PR08	1936	Works Projects Administration	semicircular rubble arch w/stilted haunches	12'	3	24	
Prowers	Douglas Crossing Bridge PR28-27-10.4-88 PR09*	1936	Works Projects Administration	semicircular rubble arch w/stilted haunches	14'	6	50	best example of WPA masonry bridge in survey
Prowers	Bridge over Cat Creek PR3-2-12.2-74 PR10	1936	Works Projects Administration	semicircular rubble arch w/stilted haunches	12'	2	24	
Pueblo	Nepesta Bridge PUCO 0.98-601F PUO1*	1905	Pueblo Bridge Company Pueblo Co.	pinned steel Pratt through truss	106'	2	49	excellent early example of type
Pueblo	Union Avenue Bridge PUEUNIN-0.0-COR PUO2	1927		riveted steel Warren deck truss w/ alt. verticals	124'	2	34	
Pueblo	Main Street Viaduct PUEMAIN-0.1-COR PUO3	1928	Pueblo Bridge Company Pueblo Co.	riveted steel Parker and Pratt ponies w/girders	156' 120'		36	
Pueblo	Bridge over Bighorn Creek PUCO 0.16-305A PUO4	c1925		riveted steel Pratt pony truss	80'	1	8	
Pueblo	Nyberg Bridge PUCO 0.24-404A PU05*	1922	Karl Burghardt	riveted steel Parker through truss	180'	1	41	
Pueblo	Bridge over Greenhorn Creek PUCO 0.07-216A PUO6	c1930		riveted steel Pratt deck truss	70'	1	9	
Pueblo	Bridge over St. Charles River PUCO 15.50-211C PUO7	c1930		riveted steel Warren pony truss	63'	1	12	
Pueblo	Nicholson Bridge PUCO 1.17-407A PUO8*	1923	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten arch	89'	3	45	
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Page 26

7

Rio Blanco

Bridge over

White River

RIOB-073-00.23

c1940

RB10

United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	S RATG.	COMMENTS
Pueblo	Beulah Bridge	1916	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten	25'	1	37	
Pueblo	PUCO 0.01-208G PU10 Beulah Bridge	1916	Pueblo Bridge Company Pueblo Co.	arch segmental reinf. concrete Luten	24'	1	37	*====+
	PUCO 0.04-208D PU11		,	arch				······
Pueblo	Bridge over South Creek PUCO 0.12-208E PU12	c1920		segmental rubble arch	25'	1	8	
Pueblo	Beulah Bridge PUCO 0.38-208B PU13	1916	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten arch	27'	1	37	anning ann an an Anna Anna Anna Anna Anna An
Pueblo	St. Charles Bridge	1924	Salle Construction	segmental reinf.	91'	2	50	excellent example
Puebro	PUCO 0.16-407B PU14*	1924	Company Pueblo Co.	concrete Luten arch	91	3	50	of type; latest example of type
Pueblo	Bridge over St. Charles River L-19-C PU15	1942	Frank M. Kenney	riveted steel Parker through truss	150'	1	26	νομινομια μαχών τηματοπολού με το
Pueblo	Bridge over Arkansas River K-18-R PU16	1924	Pueblo Bridge Company Pueblo Co.	riveted steel Pennsylvania through truss	280'	1	38	
Pueblo	Bridge over Bob Creek Ditch L-19-G PU17	1929	Kansas City Steel Company Kansas City Mo.	steel deck girder	43'	1	13	
Pueblo	Bridge over Brantzell Arroyo L-18-BX PU18	1930		segmental reinf. concrete filled spandrel arch	25'	1	25	
Pueblo	Huerfano Bridge L-19-B PU19*	1921	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten arch	80'	5	56	<pre>excellent example of type; regionally important crossing</pre>
Pueblo	Bridge over Rocky Ford Highline Canal L-20-B PU20	1932	Phelps Brothers	segmental reinf. concrete filled spandrel arch	65'	1	32	
Rio Blanco	Tenth Street Bridge MKR-TENTH ST RB01	c1920 m1931		riveted steel Pennsylvania through truss	125'	1	9	
Rio Blanco	Bridge over South Fork of White River RIOB-017-42.27 RB02	c1930		riveted steel Pratt pony truss	65'	1	6	
Rio Blanco	Hay's Ranch Bridge	1900	M.J. Patterson Bridge Company	pinned steel Pratt pony truss	92'	1	71	unique Pratt sub- type; important
Rio Blanco	RIOB-127-00.40 RB03* Bridge over South Fork of White River RIOB-010-07.27 RB04	c1930	Denver Co.	<pre>w/bowed top chord riveted steel Warren pony truss w/ alt. verticals</pre>	60'	1	10	early State Bridge
Rio Blanco	Bridge over North Fork of White River RIOB-017-43.49 RB05	c1930		riveted steel Pratt pony truss	48'	1	3	
Rio Blanco	Bridge over White River RIOB-010-00.08 RB06	c1930		riveted steel Camelback pony truss	80'	1	8	
Rio Blanco	Bridge over North Fork of White River RIOB-012-00.08 RB07	c1930		riveted steel Camelback pony truss	80'	1	8	
Rio Blanco	Bridge over North Fork of White River RIOB-014-00.23 RB08	c1930		riveted steel Pratt pony truss	82'	1	8	
Rio Blanco	Bridge over White River RIOB-004-06.76 RB09	c1935		riveted steel Camelback pony truss	100'	1	8	

riveted steel

Pratt pony truss

115' 1 8

OMB NO. 1024-0018 EXP. 10/31/84



National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 7

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OMB NO. 1024-0018

Rio Blanco Rio Blanco Rio Blanco	Bridge over White River RIOB-023-00.00 Bridge over	RB11	c1940		riveted steel	125'	1	8	
	Bridge over	RDII			Camelback pony truss				
Rio Blanco	White River RIOB-054-00.06	RB12	c1940		riveted steel Camelback pony truss	100'	1	8	
	Bridge over White River RIOB-065-00.09	RB13	c1930		timber/steel Howe pony truss	37'	1	24	
Rio Blanco	Bridge over North Fork of White Rive		c1940		riveted steel Pratt half-hip pony truss	70'	1	12	
Rio Blanco	Bridge over White River	RB15	1926	Monarch Engineering Company Denver Co.	riveted steel Pratt pony truss	90'	1	24	
Rio Blanco	Bridge over White River	RB16	1936	Henry Shore	riveted steel Camelback pony truss	100'	2	30	
Rio Grande	Bridge over Rio Grande Canal RGD023-00.70	RG01	c1925		riveted steel Pratt pony truss	60'	1	6	
Rio Grande	Bridge over Rio Grande River RGD018-00.30	RG02	c1930		riveted steel Camelback pony truss	100'	1	8	
Rio Grande	Masonic Park Bridg RGDMP-00.10	ge RG03*	1909 m1933	Pueblo Bridge Company Pueblo Co.	pinned steel skewed Pratt through truss	113'	1	33	only skewed pinned through truss in survey
Rio Grande	State Bridge	RG04*	1907	Denver Bridge Company Denver Co.	pinned Pratt through and rigid Pratt pony truss	125' 45'	2	46	rare combination of spans; important early State Bridge
Rio Grande	Gerrard Bridge	RG05							bridge removed
Rio Grande	Bridge over Rio Grande River	RG06	1936	F.M. Kenney	riveted steel Camelback pony truss	100'	2	30	
Rio Grande	Wheeler Bridge R	RG07*	1924		rigid timber/ steel Howe pony truss	55'	2	42	best example of timber pony truss in survey
Rio Grande	Seven Mile Plaza Bridge R	RG08	1911	Pueblo Bridge Company Pueblo Co.	segmental reinf. concrete Luten arch	100'	1	42	
Rio Grande	Off Bridge	RG09	1928		rigid timber Warren pony truss w/ polyg. chord	50'	2	36	
Rio Grande	Sutherland Bridge	RG 10 [#]	1924		rigid timber Warren pony truss w/ polyg. chord	50'	2	36	
Routt	Fifth Street Bridg 1250.07 R	je 8001	c1930		riveted steel Camelback pony	100'	1	8	n
Routt	Thirteenth Street Bridge	002	c1930		truss riveted steel Camelback pony truss	100'	1	8	
Routt	Four Mile Bridge 107004200.90045 R	:003	1900	Wrought Iron Bridge Company Canton Oh.	pinned steel Pratt through truss	119'	1	43	excellent early example of type by important builder
Routt	Carver Bridge 107004403.80037 R	004	c1920		riveted steel Camelback pony truss	88'	1	12	
Routt	Gilroy Bridge	005	c1920		riveted steei Warren pony truss W/alt. vert. & pol	72'	1	20	,

National Register of Historic Places Inventory—Nomination Form

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10/31/84

10 1024-0018

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME		DATE	CONTRACTOR	BRIDGE TYPE	LENGTH			COMMENTS
Routt	Bartholomew Brid 107002200.40001	5-	c1920		riveted steel Warren pony truss w/alt. vert. & pol	100'	1	22	
Routt	Bridge over Elkhead Creek 107007605.40049		c1930		riveted steel Warren pony truss w/ alt. verticals	50'	1	6	
Routt	Bridge over Mad Creek 107012905.40012	R008	1999						bridge removed
Routt	Tellier's Bridge 107033A00.30006	e R009	c1930		riveted steel Camelback pony truss	90'	1	8	
Routt	Stockridge Bridg 107033C00.10040	je	c1940 mc1965		riveted steel Warren deck truss	100'	1	25	
Routt	Bridge over Elk River 107006200.40013							<u></u>	bridge removed
Routt	Bridge over Elk River 107005401.30015	R012	c1930		steel deck girder	51'	1	8	
Routt	Bridge over Trout Creek 107017901.30007	R013	c1930		steel through girder	56'	1	8	
Routt	Bridge over Yampa River 107018A00.30048	R014	c1935		steel through girder	41'	1	3	
Routt	Bridge over Elk River 107005800.40017	R015	c1945	a da fan ar feilige fan de fan sen gener fan de feilige fan de feilige fan de feilige fan de feilige fan de fei	riveted steel Camelback pony truss	<i>.</i> 74'	1	4	
Routt	Bridge over Yampa River C-08-A	R016	1933	Gordon and Horner	riveted steel Camelback pony truss	100'	3	31	
Routt	Bridge over Walton Creek C-09-H	R017	1931	H.C. Lallier Construction Company	riveted steel Camelback pony truss	100'	1	28	<u>an a companya yang ang ang ang ang ang ang ang ang ang </u>
San Juan	Bridge over Animas River SJN02-01.9	SJ01	c1920		riveted steel Pratt pony truss	66'	1	6	
San Miguel	Bridge over Disappointment C SMG16R-1.8-11	reek SMO1	c 1920		riveted steel Pratt pony truss	56'	1	3	
San Miguel	Bridge over San Miguel River SMG60M-0.1-23	SM02	c1930		riveted steel Pratt pony truss	44'	1	3	
San Miguel	Bridge over San Miguel River SMGM44-15.4-6	SM03	c1935		riveted steel Warren pony truss	74'	1	16	
San Miguel	Bridge over Goodenough Gulch L-04-U		1939	A.S. Horner	reinf. concrete rigid frame	40'	1	25	
Sedgwick	Bridge over Settlers Ditch SED7-26.1-5A	SE01	c1925		steel deck girder	30'	1	3	
Sedgwick	Bridge over Highline Canal SED5-26.6-05	SE02	c 1925		steel through girder	30'	1	3	
Sedgwick	Bridge over Unnamed Ditch SED22.9-5.0-198	SE03	1922	 	reinf. concrete rigid frame	27'	1	21	
Sedgwick	Bridge over Union Pacific RR A-27-0	SE04	1934	J.H. and N.H. Monaghan and Krantz Construction Company	steel deck girder	50'	1	16	

National Register of Historic Places Inventory—Nomination Form

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Page

OMB No. 1024-0018

30

Exp. 10-31-84

Continuation sheet Colorado Vehicular Bridges Item number 7

COUNTY	BRIDGE NAME	DATE	CONTRACTOR	BRIDGE TYPE	LENGTH	SPAN	S RATG.	CAT.	COMMENTS
Summit	Slate Creek Bridge 117145000.40005 SU01*	1924	Rogers and Pickard	riveted steel Parker pony truss	100'	1	53	2	excellent example of uncommon truss type
Summit	Bridge over Blue River 117190000.40001 SU02	c 1930		modified steel Warren pony truss w/verticals	40'	1	3	3	
Teller	Midland Terminal Railroad Tunnel I-16-M. TEO1	1895	- <u></u>	mountain tunnel	442'	1	56	2	excellent early mountain railroad tunnel
Washington	Prewitt Bridge WTN57-57.40 WA01*	1912	Patterson-Burghardt Construction Company Denver Co.	riveted steel Pratt pony truss	63'	1	34	3	
Washington	Prewitt Bridge WTNP-57.40 WA02*	1912	Patterson-Burghardt Construction Company Denver Co.	riveted steel skewed Pratt pony truss	50'	1	31	3	
Washington	Bridge over Plumbush Creek F-22-F WA03	1938	Peter Kiewett Sons Company	segmental reinf. concrete filled spandrel arch	58'	1	26	3	
Washington	Bridge over West Plum Creek F-22-B WAO4	1938	Peter Kiewett Sons Company	segmental reinf. concrete filled spandrel arch	58'	1	26	3	
Weld	Bridge over Little Thompson Riv. WEL003.0-042.0A WEO1	c1935		riveted steel Pratt pony truss	80'	1	8	3	
Weld	Fifth Street Bridge GREELEY-0000011 WE02	1907	Charles G. Sheely Construction Company Denver Co.	reinf. concrete slab-and-girder	48'	3	40	3	
Weld	Bridge over Larimer and Weld Canal WEL078.0-013.0A WEO3	c1940		riveted steel Warren pony truss w/alt. verticals	63'	1	10	3	
Weld	Bridge over Little Thompson Riv. WEL007.0-042.0A WE04	c1940		riveted steel Pratt pony truss	80'	1	8	3	
Weld	Bridge over Little Thompson Riv. WEL015.0-044.0B WE05	c1945	ан народно до 1999 година и на се со село на народно на село н н	riveted steel Warren pony truss w/verticals	68'	1	12	3	
Weld.	Bridge over Little Thompson Riv. C-17-BN WEO6	1938	Gardner Brothers Construction Company	riveted steel Camelback pony truss	100'	1	28	3	
Weld	Bridge over Lone Tree Creek B-18-H WEO7	1941	Ed H. Honnen	reinf. concrete rigid frame	20'	1	21	3	
Weld	Bridge over Greeley Canal No. 3 C-18-B WEO8	1916		reinf. concrete rigid frame	14'	1	25	3	

71

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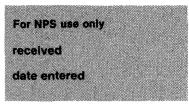
Continuation sheet Colorado Vehicular Bridges Item number 7

Bridges Previously Listed in National Register

Miner Street Bridge CCO1 (Within Idaho Springs Downtown Commercial District) F Street Bridge CAO7 (Within Salida Downtown Historic District)

Manitou Springs Bridges--Park Avenue and Canon Avenue Bridges over Fountain Creek (Within Manitou Springs Historic District--Manitou Springs Multiple Resource EP07 and EP08

Commercial Street Bridge LS20 (Within Corazon de Trinidad District) Royal Gorge Bridge FR58 (Listed às Royal Gorge Bridge & Incline Railway)



8. Significance

<u> </u>	architecture	community planning conservation economics education XX_ engineering exploration/settlement	 literature military music philosophy politics/government 	 religion science sculpture social/ humanitarian theater transportation other (specify)
Specific dates	see HAER cards	Builder/Architect See	HAER cards	

Statement of Significance (in one paragraph)

Simply stated, the sixty-two bridges in this thematic nomination are the best of their types still in use on the state, county and municipal road systems in Colorado. Selected from a state-wide survey of several types of functional vehicular bridges using the criteria and methodology described in Item 7, most represent superlatives of their generic engineering types while typifying bridge building and transportation trends in the state. The bridges were all erected between 1880 and 1940 and display a colorful variety of construction and operational histories. Generally the city and county built bridges were contracted through competitive bidding among several Colorado and Midwestern bridge erectors and built from standarized designs using prefabricated components. The later highway department bridges were typically designed from standard plans maintained by the department and built by in-state contractors from components fabricated by the same Midwestern foundries. Several of the spans included in this nomination, however, deviate from this norm in significant ways. Although the cyclical maintenance of their sub- and superstructures has varied from county to county, most of the bridges included here have retained a high level of structural and material integrity. And although some of the steel trusses have undergone subsequent moves from their original positions, this is the result of their portable nature, and all display integrity of setting, feeling and association. As the most significant remaining structures from what was at one time an extensive collection of late 19th and early 20th century spans, these bridges as a group relate the history of vehicular bridge building in Colorado as well as general transportation and development themes. As such they deserve enrollment on the Register.

Addendum

The discovery of gold in Colorado by the Russell brothers at the mouth of Dry Creek in 1858 sparked a wildly explosive pattern of exploration, speculation and settlement which would be repeated in various premutations across the state for decades to follow. Close on the Russells' heels was a group of prospectors from Kansas who almost immediately gave up panning for gold to stake out a town called Montana City north of Dry Creek. This quickly withered as they moved to the east side of Cherry Creek with a second town - St. Charles. As prospectors began pouring into the Cherry Creek area in autumn 1858, a second town Auraria - was formed immediately across the Cherry Creek, and St. Charles was renamed Denver by General

9. Major Bibliographical References

See Addendum, Item 9

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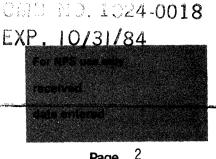
Item number 8 **Continuation sheet** Colorado Vehicular Bridges

William Larimer. Other towns quickly sprang up in the fevered environment of the front range: Boulder City near the mouth of Boulder Canyon, Colona (later La Porte) on the Cache La Poudre River, Fountain City near the mouth of Fountain Creek, Arapahoe City and Golden Gate in Clear Creek Canyon and El Paso near Pike's Peak. The spring of 1859 saw an unprecedented rush across the Great Plains to Colorado, as virtually all of the established trails - the Santa Fe, Oregon, Smoky Hill, Republican River and Overland were crowded with westward-bound argonauts. More gold was found in the creeks around Denver and deeper in the mountains. As prospectors flocked to the new towns, others came with them. The boom towns required populations five times greater than the numbers of men actually working the mines. And as the towns grew and settled into some semblance of permanence, they began to offer amenities such a substantial frame buildings, platted streets, plank sidewalks - and bridges.

The location of Auraria, Denver City and a third townsite named Highlands around the confluence of Cherry Creek with the South Platte River dictated that bridges be built to cross from one community to another. The first bridge of record in Denver (and possibly Colorado) had been built over the Platte by June 1859 to the "Pioneer Farm" which raised and sold produce. At the same time a bridge was under construction over Clear Creek, near Golden. This first timber span was followed by two others across the Platte early in 1860: at Ferry Street (now 11th Street) and at the west end of Larimer Street. The first contracted bridge was to have been built on 15th Street by Thomas Bayaud late in 1859 for \$2500, but problems delayed its completion until early 1860. As Auraria merged with Denver, the web of bridges over the river and the creek continued to grow until a flood on 19 May 1864 washed them all away. They were soon reconstructed. And washed away again in July 1875. Rebuilt again, they were again washed away in May By then Colorado had been designated a state and Denver had grown considerably. 1878. The flimsily constructed wooden pile bridges began to give way to more substantial iron (and later steel) trusses and stringers for the more heavily trafficked crossings of the Platte within a couple of years after the 1878 flood. In 1887 the first of the great iron/steel viaducts was constructed over 23rd Street. The following year the Čity of Denver contracted with the Missouri Valley Bridge and Iron Company to erect a two-span iron truss over the Platte River at 19th Street. Costing a total of \$25,000, the 19th Street Bridge [DE01] replaced a ten-year-old timber structure built immediately after the 1878 flood. It is today the oldest vehicular truss still in use in Colorado.

In 1895 the cities of Denver and Highlands formed the 14th Street Improvement District to raise money for the construction of the 14th Street Viaduct (DE07). Construction was begun later that year for it and the Broadway Bridge (DE06), both by the Youngstown Bridge Company. Though decidedly different in form, these two bridges are the last of the original 19th Century wagon/tram/pedestrian spans left in the city.

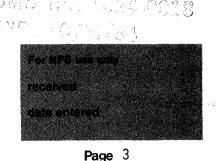
Settlement throughout the rest of Colorado followed that of Denver. The gold-hunting phalanx extended up the mountain valleys during the 1860s to form the mining towns of Black Hawk, Central City, Canon City, Aspen, Breckenridge, Georgetown, Idaho Springs



Page

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 8



and Silver Plume, among many others. It soon became apparent that more substantial transportation networks than the narrow, winding mountain trails were needed and that these networks should most likely be railroads. In 1870 the Denver Pacific stretched the first line into Denver from the Union Pacific railhead in Cheyenne. Other lines later extended into the state from the east. By 1880 two eastern trunk lines entered Colorado; that decade four more were laid. In the years between 1870 and 1890, the aggregate length of rail lines operating in the state burgeoned from 157 miles to 4176. The railroads erected the first substantial iron trusses in Colorado. While the primitive mountain and flatland wagon roads could tolerate rickety timber bridges, the railroads could not and began erecting major spans in the 1870s.

As speculatively developed towns sprang up along rivers, rail lines and almost everywhere else across the arid landscape, impromptu systems of overland roads began to develop to link them together. Road and bridge construction during the territorial and early state period was ostensibly the responsibility of the individual counties. Rarely following premeditated plans, county commissioners authorized surveying and clearing of roads and construction of bridges as needed, usually in response to urgent local petitions. In the sparsely populated areas outside of the major cities, however, with minimal government revenues, relatively few vehicular bridges were erected before the 1890s. The counties' inability to keep up with the burgeoning demand for roads and bridges, especially in the more difficult mountain terrain, promoted the proliferation of privately owned toll roads, bridges and ferries. Often poorly constructed and unevenly maintained, these crude structures often washed out or collapsed under load. None from the period are known to exist still.

It was not until about 1890 that any concerted bridgebuilding effort by the counties began to appear in the state. If the county seat was situated on a river, the first (and often second) major bridge went up there. Canon City, county seat for Fremont County, built its first major span over the Arkansas River in the center of town on Ninth Street. It soon followed with a second truss, the Fourth Street Bridge FR01. Similarly Mesa County erected a major truss - the Black Bridge MEO1 - over the Gunnison River in Grand Junction. Eventually bridgebuilding began to take on real importance at the turn of the century. As steel trusses were more commonly put up at roadway crossings, the state's incipient bridge contracting industry began to grow. The emergence of the automobile provided a tremendous impetus to county bridge programs. As people gained more mobility between towns which had previously been isolated, and, perhaps more importantly, as merchants began to gauge the value of the overland tourist trade, county commissioners felt increasing pressure from their constituents for more and better roads and bridges. The greater tax base from increased population allowed more ambitious bridge programs; the first decade of this century marked a dramatic increase in trussbuilding projects in the state. Pin-connected steel trusses such as the Rifle Bridge GAO6 in Garfield County, the Elson Bridge LSO7 in Las Animas County, the Nepesta Bridge PU01 in Pueblo County, the Four Mile Bridge ROO1 in Routt County, the Prowers Bridge [BE01] in Bent County and the Baxterville Bridge [RG03] in Rio Grande County are characteristic products of county-funded programs.

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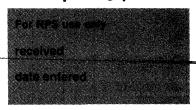
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Continuation sheet Colorado Vehicular Bridges Item number 8

To augment the counties' civil construction projects, the state legislature initiated the Internal Income Fund. Appropriations from this source amounted from a few thousand dollars in the first year to over \$340,000 in 1889. Individual road, bridge and irrigation projects were selected from around the state for funding by the legislature each session. Ostensibly chosen on the basis of public need, the projects soon became enmeshed in partisan politics; the program eventually became alternately known as the "Pork Barrel Fund." Actual design and supervision of the construction projects was delegated to the State Engineer's office, also created in 1881. The first bridge funded by the program was the Grand Junction Bridge over the Grand River in 1886. By 1908 over eighty other bridges had been funded by the legislature. Typically, the State Engineer visited the proposed site to take soundings of the river bottom, consulted with the county commission and the county surveyor or engineer, prepared construction drawings and specifications, let the project out for competitive bids, awarded the construction contract and supervised the work. Bridge designs from the office tended to be colorfully varied, as the engineers experimented with timber, steel and concrete configurations. If the cost of the bridge exceeded the state's appropriation, the county was required to make up the difference.

State Bridges, as they were called, were usually sited at rural crossings. Because they tended to be more substantial than their locally funded counterparts, they became heavily used as regionally important crossings and in some cases even created settlements. The third State Bridge [EA15] funded by the legislature spanned the Colorado River in 1889. It formed a pivotal crossing along the principal east-west route through the center of Colorado, and soon a small resort community named State Bridge grew around it. Other outstanding state bridges important to intrastate transportation were the Fruita Bridge [ME10], built in 1907 over the Colorado River, the Saxton Bridge [DL07], built over the Gunnison River in 1890, the Costilla Crossing Bridge [CNO1], built over the Rio Grande River in 1892, and the Hay's Ranch Bridge [RB03], built over the White River in 1900. For all the jockeying in the state legislature, state bridges were remarkably egalitarian in their distribution, and as a result the regions of the state outside of Denver and Pueblo advanced at similar rates in bridge construction. Among Colorado's counties, Garfield benefitted most from state-funded bridge construction. State Bridges were built at Glenwood Springs (1890), Balzac (1904), Silt (1908), Una (1910) and Lacy (1910 and 1912), totaling almost \$120,000 in erection costs. Of these only the Una Bridge GA02 remains. It was among the last bridges designed by the State Engineer: soon after the responsibility for trussed crossings fell under the jurisdiction of the newly created Highway Commission.

For counties contemplating construction of a major vehicular bridge the decision was a serious one. Strapped for funds, as most perennially were, counties could usually afford to fund no more than a half-dozen - and often only one - major trusses per fiscal year. Costing several thousand dollars each, the bridges soon depleted road and bridge budgets. Among the more costly bridge projects in Colorado were the Rifle Bridge [GA06], built in 1909 for \$26,872; the St. Charles Bridge [PU14], built in 1924



Page 4

OMB NO. 1024-0018

EXP. 10/31/84

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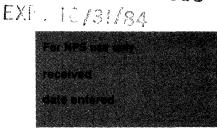
Continuation sheet Colorado Vehicular Bridges Item number 8

for \$39,077, the Main Street Bridge [LSO1], built in Grand Junction in 1912 for \$67,215; the 14th Street Viaduct [DE07], built in 1895-98 for a cost of \$367,068; and the 20th Street Viaduct [DE03], Colorado's longest overhead structure, jointly funded by the City of Denver and several railroads for \$575,000.

The decision to build a bridge usually would be made in the late spring or summer, after flooded rivers and creeks washed away existing spans, or in the late autumn, when riverbeds were dry and foundations and falsework could be constructed economically. The usual procedure was for the county clerk or surveyor to advertise for competitive bids, often giving only the location and span length of the proposed bridge and requiring the contractors to submit their own designs. In cities and counties with population bases to support staff engineers, the designs were produced in-house and plans and specifications issued to competing bridge firms. After solicitation and receipt of the proposals, the construction contract was then awarded to the "lowest and best" bidder. Separate proposals for sub- and superstructure were often given, as were proposals for alternate designs. The Granite Bridge [CA01] was built from separate contracts for bridge and abutments. The tremendous urban viaducts in Denver and Pueblo often involved separate contracts for superstructure, substructure, decking, lighting, etc.

Although competitive bidding for bridges was the norm, counties acquired bridges from other sources. One feature that the steel truss types shared, and which endeared them to the hearts of penurious county officials, was their versatility. Quickly erected, they could also be dismantled and moved if expedient. Many county bridges in Colorado had begun service as railroad spans, sold or given to the counties after they were no longer functional for the heavier railroad loads. In several instances not only the bridge but the entire right-of-way has been transferred from railway to roadway as entire lines are abandoned. The Denver, South Park and Pacific narrow gauge railroad between Nathrop and the Alpine Tunnel was laid in 1880-81 and now serves as State Highway 162/County Road 295A. Two important early trusses have been left from the old line: the Morley Bridge CAO2, a pin-connected Pratt deck truss which is the oldest intact bridge in Colorado, and the Hortense Bridge CA12, the oldest timber truss in the state. Two other abandoned railways have yielded the state's most striking roadway trestles: the Florence and Cripple Creek Railroad (the Adelaide Bridge, FR48), and the Colorado Midland Railroad (the Maroon Creek Bridge, PI07).

Similarly early wagon trusses which had become unsuitable to handle increasing traffic could be moved to less-traveled crossings. The Lado Del Rio Bridge ACOI, Manzanola Bridge CR13, Linden Avenue Bridge LSOI and the Baxterville Bridge RGO3 have all been moved and reused in this manner. The Saxton Bridge DLO7 has been moved twice since its construction in 1890 over the Gunnison River. As bridges became obsolete or too deteriorated to save, they were replaced, sometimes with the replacement superstructure built on the abutments of the previous bridge. The Swink Bridge OTO5 was erected in 1921 after the one before was washed away by the Arkansas River. A two-span pinned Camelback through truss, it is placed on the steel tube foundations of the preceding



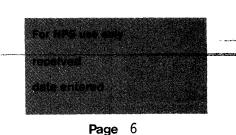
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Page 5

United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 8



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bridge, extended four feet vertically for greater clearance over the water. Most of the reinforced concrete arches in the survey have replaced timber or steel trusses. The F Street Bridge $\boxed{CA07}$ in Salida and the Huerfano Bridge $\boxed{PU19}$ are both replacement arches built on the sites of older trusses.

Solicitations for bids from the counties in the local newspapers and engineering journals were answered usually by local, regional and national bridge contractors. The major steel foundries were in the steel towns of Illinois and Pennsylvania. These supplied steel truss components to bridge fabricators like Hansell-Elcock or the American Bridge Company of Chicago, the Omaha Structural Steel Works of Nebraska, Minneapolis Steel and Machinery Company of Minnesota or the Denver-based Midwest Steel and Iron Works, which in turn marketed complete trusses to bridge companies which would assemble them. Among the national and regional firms which bid regularly on Colorado's bridges (with nominated examples given in parentheses) were the Youngstown Bridge Company of Youngstown, Ohio (DE06 , DE07); the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas (AC01 , DE01 , GA05 , OU01); the Wrought Iron Bridge Company of Canton, Ohio (CN01 , R003); the Kansas City Bridge Company of Kansas City, Missouri ([ME01]) and DE07); the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas DE01 , GA05 , OU01); the Wrought Iron Bridge Company of Canton, Ohio the Marsh Bridge Company of Des Moines, Iowa (LS20). Three major in-state bridge contractors were in constant competition for bridge work during the first three decades of the 20th century. M.J. Patterson formed the M.J. Patterson Construction Company in 1895. Among his more notable commissions were the Lacombe Building and the Metropolitan Building in Denver, the steel work for the state capitol and the City Park museum and numerous railroad and vehicular bridges: the Clifton Bridge [CR13], the longest truss in Colorado, built in 1911; the Main Street Bridge [LSO1], an immense six-span truss erected in 1912 in Grand Junction and the Fruita Bridge ME10, erected over the Colorado River in 1907. Additionally, Patterson designed and supervised construction of the Broadway Bridge [DE06] over Cherry Creek in Denver in 1895, one of his first Colorado commissions. Like Patterson, Charles G. Sheely designed and erected steel bridges and building superstructures from a Denver base. The Rifle Bridge GAO6 and the Una Bridge [GA02] were both erected by Sheely.

The third early Colorado-based company was the oldest and by far the most prolific, involving the careers of founder Joseph A. Bullen and three succeeding generations. In 1887 Bullen erected the first iron bridge in Pueblo while still based in Leavenworth, Kansas. Five years later, he moved the Bullen Bridge Company to Pueblo, and two of his earliest Colorado bridges - the Saxton Bridge DLO7 and the Fourth Street Bridge FR01 are included in this nomination. After Joseph Bullen's death around 1900, control of the company was assumed by his son Fredrick H. Bullen. One of the first things that he did was to change the name of the company to the Pueblo Bridge Company. The son continued the same prolific pace, putting up steel trusses across the West. Some of the more outstanding Pueblo bridges included in this nomination are the Prowers Bridge [BE01], a multiple-span truss built in stages between 1902 and 1909; the Satank Bridge [GA01], a timber Pratt through truss built in 1900; the Nepesta Bridge [PU01], a two-span steel truss built in 1905, the Roubideau Bridge [DL01], an unusual Warren through truss built

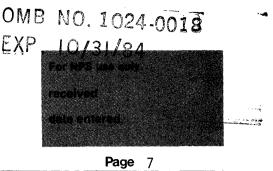
National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 8

in 1911, the Hotchkiss Bridge DLOG, a pinned Camelback through truss built in 1911; and the Swink Bridge, OTOS another pinned Camelback, built in 1921. The Bullen family was pivotal to the development of the reinforced concrete arch for vehicular use in Colorado. Using patents held by Daniel Luten, the Pueblo Bridge company built several closed spandrel concrete deck arches - also called Luten arches - around the state. The more notable examples still standing are the F Street Bridge CAO7, built in 1907 in Salida as perhaps the company's first Luten arch, the Avondale Bridge PU09, built in 1913 and the Huerfano Bridge PU19 - all included in this nomination.

As the composition of the industry began to change in the late 1920s, bridge design was no longer the exclusive province of the bridge companies. The regional and state bridge contractors found it increasingly difficult to compete with the new group of road and bridge contractors which appeared in the early 1930s. The last bridge built by the Pueblo Bridge Company was an open-spandrel concrete arch [EP14] west of Manitou Springs, contracted for by the State Highway Department. The reason for the industry-wide change lay with a fundamental restructuring of the bridge contracting process. In 1909 enabling legislation for the State Highway Commission had been passed. The commission immediately began to establish a coordinated system of highways, surveying, mapping and designating primary and secondary routes. The first three commissions took up the task of building short-span concrete bridges and left the truss design to the State Engineer's office. which had managed the state's trussbuilding since 1886. In 1913 the commission funded the first steel trusses, the designs of which were left to the bridge companies. Of these the Lado Del Rio Bridge ACO1 is the oldest traceable example. The commission was at first poorly funded, and it was not until intense lobbying from the Good Roads Association turned the legislature around that budgets began to allow much activity. In 1913 the Highway Act was passed; this created the position of highway commissioner and a fiveperson advisory board. The system was again changed after the passage in Washington of the 1916 Federal Highways Act. In order to meet minimum requirements, the state legislature passed the 1917 Highway Act reorganizing the Highway Commission into the State Highway Department. At the same time the State Highway Fund was created to provide a framework within which state and federal aid funds could be distributed. In December of that year the first six Federal Aid Projects were scheduled. None were for bridges. As the Highway Department underwent changes in organization and personnel, it began erecting steel and concrete bridges. Standard plans were developed for different spans of bridges. The Department, like the counties earlier, stayed with a few well-used designs. Favoring the standard over the exotic, it generally used riveted steel trusses. Some of the more outstanding of these are the bridge over the Arkansas River [CA10] in Chaffee County, a Pratt deck truss built in 1937, the Delta Bridge [DL08] and the Fifth Street Bridge [MEO9], both four-span Parker through trusses built in 1923 and 1933 respectively, and the Portland Bridge [FR52], a Pratt semi-deck truss built in 1926.

The Highway Department also experimented with non-standard bridge designs, principally by bridge engineer King Burkhardt. He designed two of the nominated bridges: the Red Cliff Bridge [EA12], a breath-taking steel arch in Eagle County built in 1940, and



National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 8

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Page 8

the Sevenmile Bridge [MI01], a cantilevered deck truss built in Mineral County in 1935. During the Depression the Highway Department designed stone rubble and multiplate arches for many minor roadway crossings, primarily in the southeast corner of the state, in cooperation with the counties and the Work Projects Administration. Two of these are clearly more outstanding than the rest: the Burro Canon Bridge, a multiplate arch, and the Douglas Crossing Bridge [PRO9], a rubble arch, both multispan bridges built by WPA forces in 1936. The Highway Department also erected reinforced concrete arches of varying spans and designs. The Huerfano Bridge [PU19] is the most outstanding of the Luten-type arches funded by the Department; the Fountain Creek Bridge [EP14] is an excellent open-spandrel deck arch. The most striking concrete highway arch, however, is the Fort Morgan Bridge over the South Platte river, built in 1922-23 by Charles G. Sheely. Designed by its patent-holder James Marsh, it is an eleven-span rainbow arch bridge - the only one in Colorado and possibly the longest example of its structural type in the world.

The advent of World War II generally meant the end of trussbuilding in Colorado. Although a few trusses and arches continued to be built, more modern concrete and steel beam designs were receiving greater use. As county roads were widened and paved for state highways and 19th century pin-connected trusses were replaced with highway girders, the makeup of the state's road systems began to change. But enough historic bridges have survived to form a tangible record of this aspect of history.

On the following pages are HAER Inventory Cards for the bridges included in this nomination. These are alphabetized by county and organized in the same system as the inventory list included in Item 7.

United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form

Continuation sheet Colorado Vehicular Bridges Item number 9

Addendum, Item 9: Major Bibliographical References (see also individual HAER cards)

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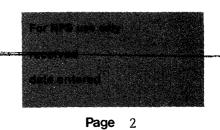
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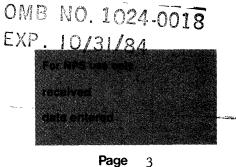
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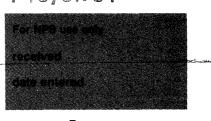
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Continuation sheet Colorado Vehicular Bridges Item number 9

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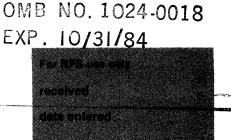
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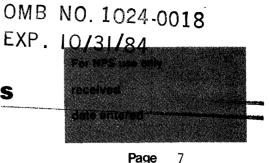
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United States Department of the Interior National Park Service

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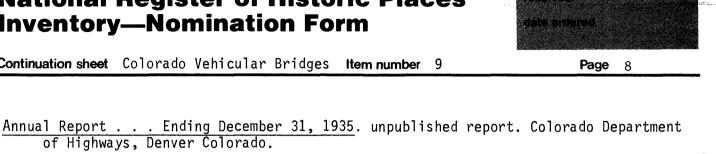
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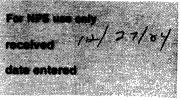


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OMB NC. 1024-0018 EXP. 10/31/84

National Register of Historic Places Inventory—Nomination Form



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National Register of Historic Places Inventory—Nomination Form

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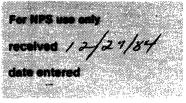
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National Register of Historic Places Inventory—Nomination Form



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National Register of Historic Places Inventory—Nomination Form

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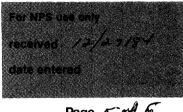
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United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form

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