

# HABS/HAER INVENTORY

U.S. Department of the Interior  
National Park Service  
Washington, DC 20240

1. SITE I.D. NO <div style="border: 1px solid black; width: 100px; height: 20px; margin: 5px 0;"></div>		5. ORIGINAL USE railroad bridge		7. CLASSIFICATION BT&A: BEAM: STEEL				7	5	8	4	9. RATING Local					
2. NAME(S) OF STRUCTURE Maroon Creek Bridge; Bridge No. 201A PI07 CDH: H-09-E												10. DATE 1888					
3. SITE ADDRESS (STREET & NO) State Highway 82 over Maroon Creek 1.2 miles west of Aspen NW¼ S12, T10S, R85W		6. PRESENT USE roadway bridge										11. REGION RMRO					
4. CITY/VICINITY Aspen vicinity		COUNTY Pitkin		STATE Colorado		8. UTM ZONE 1 3				EASTING 3 4 1 6 4 0				NORTHING 4 3 3 9 8 5 0			
						SCALE 1:24				1:62.5				QUAD NAME Aspen			
12. OWNER/ADMIN ADDRESS Colorado Department of Highways 4201 East Arkansas Avenue Denver Colorado 80222																	

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Multi-span trestle with built-up steel deck girder

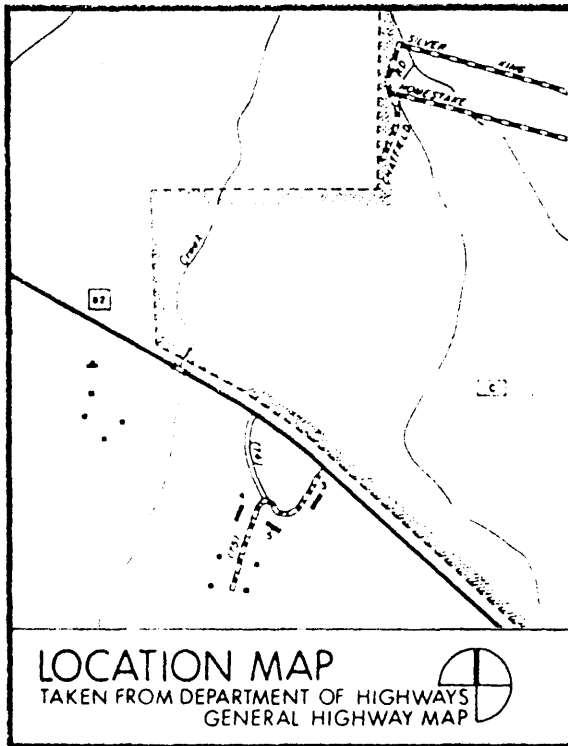
span number: 20	fl./decking: concrete over corrugated steel deck w/ steel floor beams
span length: 30' 0"	substructure: stone/concrete spread footings and retaining abutments
overall length: 651' 0"	trestles : 9 riveted steel towers w/ laced channel horizontals
roadway width : 40' 0"	and verticals and round eyebar tension rod diagonals
tallest tower : 91'10"	

In 1887 the Colorado Midland Railroad raced with the Denver and Rio Grande to be the first to extend rail lines into the mining town of Aspen. The latter reached the town in mid-October, and the former reached the Maroon Creek crossing just to the west of town in December. There the Midland hit a snag, as steel for the superstructure of the immense Maroon Creek trestle was delayed from the fabricator in the east. When it did arrive later that month, the railroad bridge crew began construction, completing it early in February 1888. The bridge remained in use by the railroad until it quit operations in . In 1929, after ten years of improvised use by motorists, the State Highway Department contracted with the Phelps Brothers and the Morrison-Knutson Company to widen and pave the roadway. The Maroon Creek Bridge has functioned in place as a vehicular bridge since, unaltered and in good condition.

14. CONDITION	<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> FAIR	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> RUINS	15. DANGER OF DEMOLITION? (SPECIFY THREAT)	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> UNKNOWN
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16. SIGNIFICANCE AREA OF SIGNIFICANCE: Engineering

Of the five original steel bridges built by the Midland Railroad, in Manitou Springs and near Buena Vista and Aspen, only the Maroon Creek Bridge remains. The older and longer of the two railroad trestles converted in-place to roadway use (the other: Bridge No. 10 of the Florence and Cripple Creek Railroad, FR48) in the survey, it is a significant resource - one of the last remaining iron/steel multiple-span high trestles erected in the 19th century for Colorado's narrow gauge mountain railroads.



18 LOCATED IN AN HISTORIC DISTRICT?  YES  NO  NAME

19 PUBLIC ACCESSIBILITY  YES, LIMITED  YES, UNLIMITED  NO  UNKNOWN

20. EXISTING SURVEYS  NR  NHL  HABS  HAER-1  HAER  NPS  STATE  
 COUNTY  LOCAL  OTHER

21 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Structure Inventory and Appraisal: H-09-E. Colorado Department of Highways, Denver Colorado.

Edward M. McFarland. The Midland Route: A Colorado Midland Guide and Field Book, Boulder: Pruett Publishing Company, 1980. page 17.

Edward M. McFarland. Oral interview with Clayton Fraser, 1 March 1984.

Field inspection by Clayton Fraser and Carl Hallberg, 5 October 1983.

Colorado Historic Sites Inventory: Maroon Creek Bridge, 49/03/0046. Colorado State Historical Society, Denver Colorado.

22 INVENTORIED BY

Clayton Fraser and Carl Hallberg

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 March 1984