

HABS/HAER INVENTORY

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

1. SITE I.D. NO										
2. NAME(S) OF STRUCTURE San Luis Bridge; State Bridge Bridge over Culebra Creek CDH: CSSMME-0.1-S159				5. ORIGINAL USE roadway bridge		7. CLASSIFICATION BT&A: ARCH: REINFORCED CONCRETE				9. RATING 10a1
3. SITE ADDRESS (STREET & NO) County Road SMME over Culebra Creek SW¼ S26, T34N, R72W				6. PRESENT USE roadway bridge		7	5	9	5	10. DATE 1911
4. CITY/VICINITY San Luis				COUNTY Costilla		STATE Colorado		8. UTM ZONE 1 3		11. REGION RMRO
						EASTING 4 6 1 8 0 0		NORTHING 4 1 1 6 2 4 0		
						SCALE 1:24 OTHER		1:62.5		QUAD NAME San Luis

12. OWNER/ADMIN ADDRESS
Costilla County Costilla County Courthouse 354 Main Street San Luis Colorado 81152

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

Segmental, reinforced concrete open spandrel arch

span number: 1 flr./decking: 5" thick monolithic concrete slab
span length: 57'0" substructure: concrete retaining bulkheads
overall length: 62'6" guardrails : steel pipe
roadway width : 14'1"

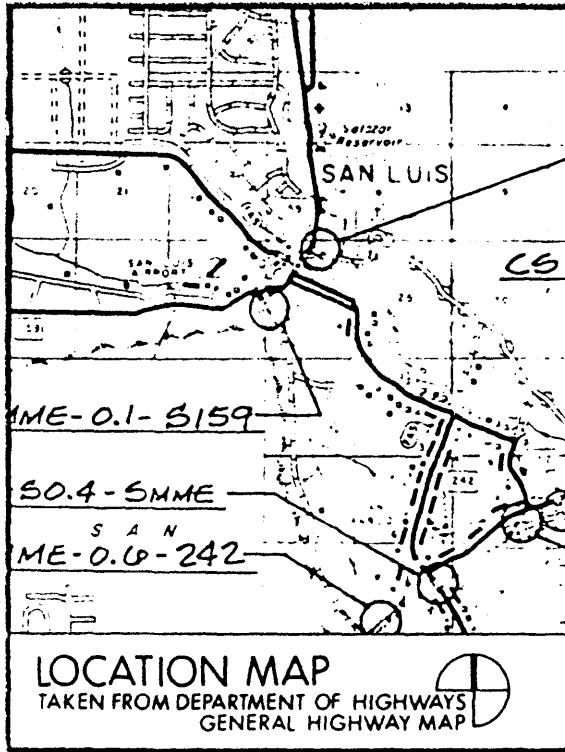
With an appropriation of \$2000 by the State Legislature, the State Engineer designed this reinforced concrete arch over Culebra Creek on the west edge of San Luis in 1910. Competitive bids were solicited and received in August; four bridge contractors submitted proposals: Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, Midland Bridge Company of Kansas City, Missouri, Cuno Engineering and Construction Company and the M.F. Levy Construction Company of Denver. Low bidder at \$4700, Levy was awarded the construction contract, and the county made up the difference in appropriation. High water in the creek delayed excavation for the abutments until late February 1911, but the work progressed quickly thereafter, and the bridge was completed in May. The San Luis Bridge featured a single 57' open spandrel primary arch upon which bear six concrete columns supporting the floor slab. Once on State Highway 15, the bridge has since been relegated to county road status. There it remains in unaltered condition.

14. CONDITION EXCELLENT GOOD FAIR DETERIORATED RUINS

15. DANGER OF DEMOLITION? (SPECIFY THREAT) YES NO UNKNOWN

16. SIGNIFICANCE AREA OF SIGNIFICANCE: Engineering

The San Luis Bridge is technologically significant as the best-preserved early example in Colorado of a relatively little-used bridge type in the Rocky Mountains - the open-spandrel concrete arch. Although one other open arch in the state is older (the Bannock Street Bridge in Denver (DE24); 1908), it has been modified extensively, compromising its integrity. Historically, the San Luis Bridge is notable as a regionally important crossing & one of the few State Bridges remaining in Colorado.



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: CSSMME-0.1-S159. Colorado Department of Highways, Denver Colorado.

15th Biennial Report of the State Engineer, Colorado: 1909-1910. Denver Colorado: Smith-Brooks Printing Company, 1911, pages 144-45.

16th Biennial Report of the State Engineer, Colorado: 1911-1912. Denver Colorado: Smith-Brooks Printing Company, 1913, page 108.

22 INVENTORIED BY

Clayton Fraser and Carl Hallberg

AFFILIATION

Fraserdesign Loveland Colorado

DATE

17 January 1984