

HABS/HAER INVENTORY

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

1. SITE I.D. NO

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2. NAME(S) OF STRUCTURE

St. Charles Bridge
Bridge over St. Charles River
PUCO 0.16-407B

PU14

5. ORIGINAL USE

roadway bridge

7. CLASSIFICATION

BT&A: ARCH: REINFORCED CONCRETE

7 5 9 5

9. RATING

local

10. DATE

1924

3. SITE ADDRESS (STREET & NO)

County Road 65 over St. Charles River
6.8 miles southeast of Pueblo
SE ¼ S12, T21S, R64W

6. PRESENT USE

roadway bridge

8 UTM ZONE EASTING NORTHING

1 3 5 3 9 7 4 0 4 2 2 8 0 0 0

11. REGION

RMRO

4. CITY/VICINITY

Pueblo vicinity

COUNTY

Pueblo

STATE

Colorado

SCALE

1:24

1:62.5

QUAD
NAME

Southeast Pueblo

12. OWNER/ADMIN ADDRESS

Pueblo County Pueblo County Courthouse 211 West 10th Street Pueblo Colorado 81003

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

Segmental, reinforced concrete filled spandrel arch

span number: 3
span length: 91' 0"
overall length: 275' 0"
roadway width: 19' 10"

flr./decking: asphalt over earth fill; arched roadway
substructure: buttressed concrete piers w/concrete wingwall, abutments
guardrails: solid concrete parapet walls w/ incised panels

After horrendous flooding in June 1921 destroyed most of the major roadway bridges in Pueblo County, the commissioners began a three-year bridgebuilding program to replace them. This bridge over the St. Charles River was one of those replacement spans. In late December 1923 bids were let for the bridge's construction. Proposals were received in January from Lee F. Williams, P.C. Croll, the Pueblo Bridge Company and the Salle Construction Company for either a steel or concrete structure. The contract was awarded to Pueblo-based Salle Construction Company for \$39,077, and excavation was started on February 16th. The contractors used a reinforced concrete vault system to excavate for the foundations, an unusual method which they later patented. Work on the superstructure began in April, and in late June the bridge was completed and opened to traffic. The St. Charles Bridge has functioned unaltered as a locally important vehicular span since and is in structurally and architecturally sound condition today.

14. CONDITION

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

15. DANGER OF DEMOLITION?
(SPECIFY THREAT)

YES

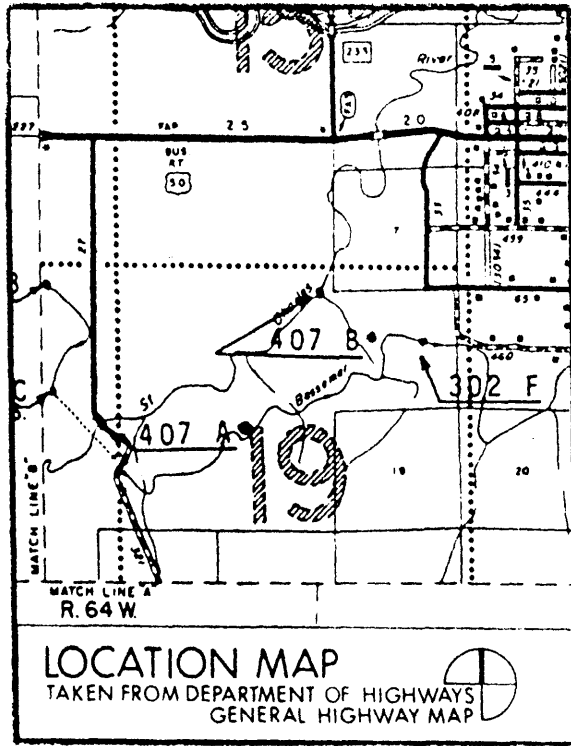
NO

UNKNOWN

16. SIGNIFICANCE

AREA OF SIGNIFICANCE: Engineering

The superstructure of the St. Charles Bridge is typically configured for a filled spandrel arch. It is distinguished somewhat as the longest-span filled arch still in public use in Colorado. The substructure is technologically notable in its use of a slipformed concrete coffer dam for foundation construction. As a well-proportioned and architecturally articulated long-span arch, built innovatively, the St. Charles is one of Colorado's more significant vehicular bridges.



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: PUCO 0.16-407B. Colorado Department of Highways, Denver Colorado.

Pueblo County Commissioners' Minutes: 24 December 1923 (Book 21, page 566), 7 January 1924 (Book 21, page 572), 14 January 1924 (Book 21, page 578), 22 May 1924 (Book 21, page 630), 23 June 1924 (Book 21, page 640). Pueblo County Courthouse, Pueblo Colorado.

"Bridge Builder Uses New Method," Colorado Highways, Vol. 3, Number 7 (July 1924). page 10.

Builder's plate on bridge: "County Commissioners W.L. Rees, O.G. Smith, Hurb H. Wilson Built by Salle Cons. Co. 1924".

Field inspection by Clayton Fraser and Susan Cason, 3 February 1984.

22. INVENTORIED BY

Clayton Fraser and Carl Hallberg

AFFILIATION

Fraserdesign Loveland Colorado

DATE

8 February 1984