

# 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

Portland Bridge  
Bridge over Arkansas River  
CDH: K-16-K

FR52

5. ORIGINAL USE

highway bridge

7. CLASSIFICATION

BT&A: TRUSS: STEEL

7	6	0	3
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9. RATING

local

10. DATE

1926

3. SITE ADDRESS (STREET & NO)

State Highway 120 over Arkansas River and  
Denver and Rio Grande Western Railroad  
SE¼ S17, T19S, R69W

6. PRESENT USE

highway bridge

8	UTM ZONE			EASTING					NORTHING							
	1	3		4	9	8	6	4	5	4	2	4	8	7	2	0

11. REGION

RMRO

4. CITY/VICINITY

Portland

COUNTY

Fremont

STATE

Colorado

SCALE

1:24

1:62.5

OTHER

QUAD NAME

Florence

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, EXANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Rigid-connected, 8-panel steel Pratt semi-deck truss

span number: 1	end/top chrd: 2 built-up channels w/ cover plate and lacing
span length: 150'0"	bottom chord: 4 angles w/ batten plates
overall length: 388'0"	vertical: 4 angles w/ continuous plates
roadway width : 20'0"	diagonal: 4 angles w/ batten plates
	flr./decking: monolithic concrete deck w/ rolled steel stringers
	substructure: concrete wingwalls w/ concrete spill-through piers

By 1926 the first state-funded bridge at Portland - a 125'-span filled-spandrel arch built in 1907 by the Colorado Portland Cement Company - had begun to strain under the traffic on the highway between Florence and Pueblo. During that year the Department of Highways contracted with bridgebuilder H.M. Fox of Florence, Colorado, to erect a new viaduct over the Arkansas River and Denver and Rio Grande Railroad tracks to replace the existing bridge. The new bridge consisted of a long-span steel semi-deck truss connected to a 6-span concrete girder on the east approach. Using steel components rolled by the Illinois Steel Company and fabricated by the Minnesota-Moline Power Implement Company, Fox completed the viaduct by November 1907. It has remained in place since in unaltered condition.

14. CONDITION

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

15. DANGER OF DEMOLITION?  
(SPECIFY THREAT)

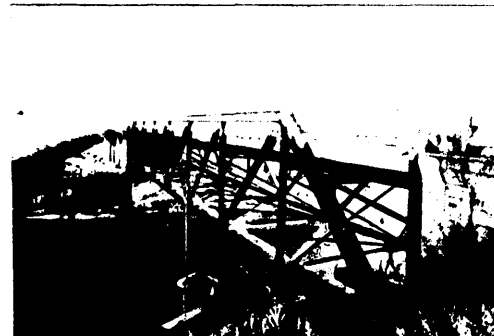
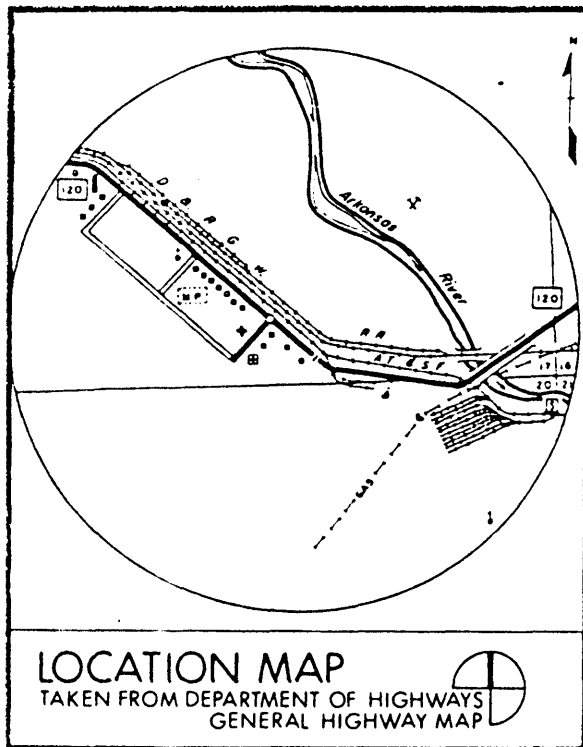
YES

NO

UNKNOWN

16. SIGNIFICANCE AREA OF SIGNIFICANCE: Engineering

The Portland Bridge represents an unusual structural configuration: the semi-deck steel truss, which features floor beams joined to the verticals and not to the upper or lower chords. Though not the only semi-deck roadway truss erected in the state (the Wilmot Ranch Bridge over the Colorado River was built by the Pueblo Bridge Company for the State Engineer in 1911 and was torn down in 1983), it is the only one remaining in public use. As such it is a unique example in Colorado of an uncommon subtype of the Pratt vehicular truss.



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: K-16-K. Colorado Department of Highways, Denver Colorado.

Fremont County Commissioners' Minutes: 7 November 1927 (Book 14, page 119). Fremont County Courthouse, Canon City Colorado.

Dedication plate on bridge: "Colorado State Highway Department Viaduct over D.&R.G.W.R.R. & Arkansas River  
Built by H.M. Fox, Florence Colo. 1926".

Field inspection by Clayton Fraser, 15 December 1983.

22. INVENTORIED BY

Clayton Fraser and Carl Hallberg

AFFILIATION

Fraserdesign Loveland Colorado

DATE

15 January 1984