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
Red Cliff Bridge EA12
Bridge over Eagle River
CDH: F-11-T

5. ORIGINAL USE
highway bridge

7. CLASSIFICATION
BT&A: ARCH: STEEL — 7 5 9 6

9. RATING
local

10. DATE
1940

3. SITE ADDRESS (STREET & NO)
U.S. Highway 24 over Eagle River and Denver and Rio Grande Railroad
SW¼ S19, T6S, R80W

6. PRESENT USE
highway bridge

8. UTM ZONE: 13 — EASTING: 381690 — NORTHING: 4373850

11. REGION
RMRO

4. CITY/VICINITY
Red Cliff vicinity

COUNTY
Eagle

STATE
Colorado

SCALE 1:24 1:62.5 OTHER

QUAD NAME
Minturn

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.

Steel deck arch

span number: 1
span length: 318'0"
overall length: 471'0"
roadway width : 30'0"

flr./decking: monolithic concrete slab deck
substructure: conrete spread footings and abutments
guardrails : pipe rail w/ square steel balusters

Established in 1879, the town of Cliff (later Red Cliff) was the only level spot near the silver-rich Battle Mountain mining district. Its location on the route north of Tennessee Pass placed it on one of the main routes to Leadville, and a roadway crossing of the Eagle River was put in relatively early. The Denver and Rio Grande Railroad stretched its first narrow gauge track past Red Cliff and over the pass to Laedville in 1881. In the 1920s the Colorado Department of highways erected a steel deck truss over the river and railroad, but its low siting meant that the highway had to dip down into the steep canyon. In 1939 contractor F.M. Kenney received the construction contract for a high arch over the canyon. Using steel components fabricated by the Minnesota-Moline Power Implement Company, Kenney completed the long-span arch the next year for a total cost of over $150,000. Featuring decorative concrete obelisks at the portals, the Red Cliff Bridge has functioned unaltered to the present.

14. CONDITION: ■ EXCELLENT ☐ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

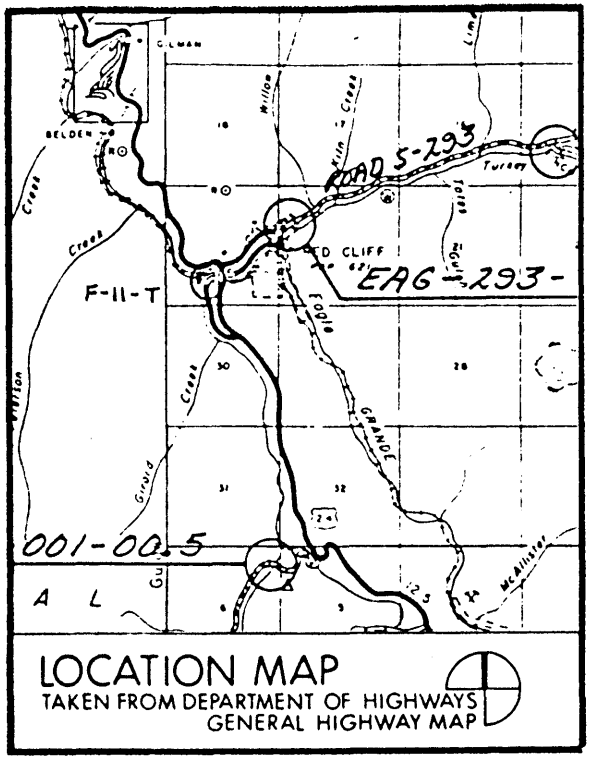
15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ■ NO ☐ UNKNOWN

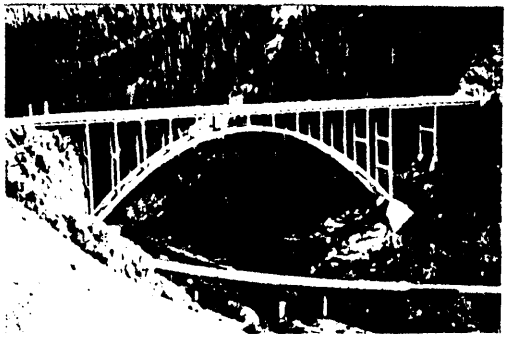
16. SIGNIFICANCE AREA OF SIGNIFICANCE: Engineering

With the inundation of the Sapinero Arch in Gunnison County by the Blue Mesa Reservoir and the demolition of the Aspen arch, the Red Cliff is the only cantilevered steel arch remaining in Colorado. Designed by Highway Department staff engineer King Burghart, it displays Burghardt's penchant for innovative cantilevered construction. (Burghardt also designed the only other cantilevered span in the survey: the Sevenmile Bridge in Mineral County.) Free-spanning spectacularly over the picturesque canyon, the Red Cliff Bridge is one of the most visually striking bridges in the state, and as the only example of its construction type it is a significant highway structure - one of Colorado's most outstanding bridges.

GPO : 1982 O - 383-339

17 PHOTOS AND SKETCH MAP OF LOCATION





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: F-11-T. Colorado Department of Highways, Denver Colorado.

Robert Ormes. Tracking Ghost Railroads in Colorado. Colorado Springs: Century One Press, 1975.

George R. Eichler. Colorado Place Names. Boulder: Johnson Publishing Company, 1977.

"Project BRS 0149(7) Sevenmile Bridge, Southwest of Creede," cultural resource report by Colorado Department of Highways Historian Vicki Rottman, 1981.

Field inspection by Clayton Fraser and Carl Hallberg, 7 October 1983.

22. INVENTORIED BY	AFFILIATION	DATE
Clayton Fraser and Carl Hallberg	Fraserdesign Loveland Colorado	1 March 1984