

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 roadway bridge		7. CLASSIFICATION BT&A: ARCH: REINFORCED CONCRETE				7	5	9	5	9. RATING local
2. NAME(S) OF STRUCTURE F Street Bridge Bridge over Arkansas River CDH: SALOOF-00.95		3. SITE ADDRESS (STREET & NO) F Street over Arkansas River SE 1/4 S4, T49N, R9E		6. PRESENT USE roadway bridge						10. DATE 1907		
4. CITY/VICINITY Salida		COUNTY Chaffee		STATE Colorado		8. UTM ZONE 13		EASTING 413500		NORTHING 4265730		
12. OWNER/ADMIN ADDRESS City of Salida		City Hall		124 E Street		Salida Colorado		81201		11. REGION RMRO		
				SCALE 1:24 OTHER 1:62.5				QUAD NAME Poncha Springs				

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 Luten arch

span number: 2
span length: 60'0"
overall length: 128'0"
roadway width : 32'0"

flr./decking: asphalt over earth fill
substructure: buttressed concrete pier; concrete retaining abutments
guardrails : rectangular guardrails w/ solid concrete parapet walls w/ incised panels

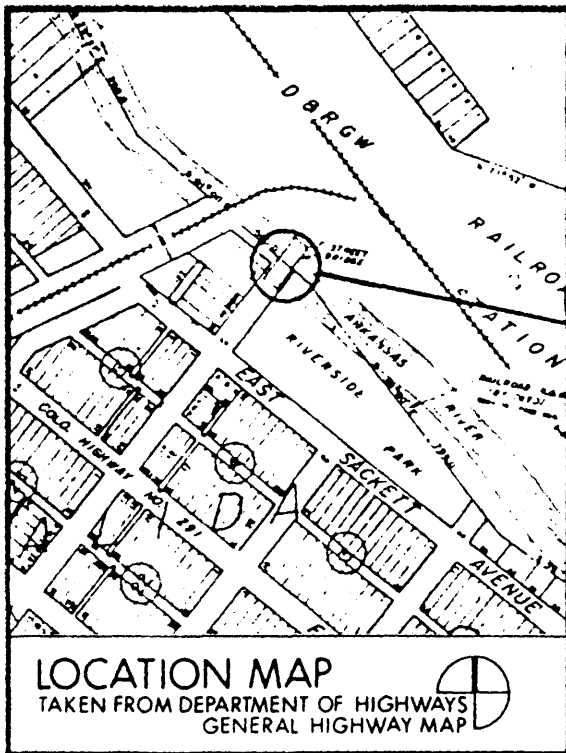
In the spring of 1906, after two years of intermittent planning, the Salida City Council and the Denver and Rio Grande Railroad began seriously to consider the construction of a new bridge on lower F Street to replace the existing through truss to the D&RG railyards. Using plans and specifications prepared by the railroad, the city advertised for bids in March. A month later proposals were received from eight bridge contractors, several of whom submitted alternate plans. Though not the lowest bidder, the Pueblo Bridge Company was awarded the contract for \$18,500. Over the protests of the railroad, Pueblo Bridge shortened and narrowed the design at the request of the city, lowering the price by \$2080. The old bridge superstructure was sold for \$50, and work continued on the two-span arch throughout 1906 and early 1907 until the bridge was completed in April 1907. It remains little used in place today, and other than the removal of mid-span lampposts, the bridge is structurally and architecturally intact.

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

After the turn of the century, the preferred alternative to the steel truss for short-span vehicular bridges was generally considered to be the concrete arch. More solid under traffic and better resistant to flooding, they were also valued as more aesthetically refined than the starkly functional steel truss. By far the most prolific concrete bridgebuilder in Colorado was the Pueblo Bridge Company, and the most common type of concrete bridge was the filled spandrel arch patented by Daniel Luten around 1904. The F Street Bridge is a well-preserved early Luten arch - the oldest left in the state built by Pueblo Bridge. Spanning the Arkansas River in a park setting, it is one of the most significant of Colorado's concrete roadway spans.

FED 4 1910



18. LOCATED IN AN HISTORIC DISTRICT?		<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> NAME	Salida Downtown Historic District
19. PUBLIC ACCESSIBILITY		<input type="checkbox"/> YES. LIMITED	<input checked="" type="checkbox"/> YES. UNLIMITED	<input type="checkbox"/> NO	<input type="checkbox"/> UNKNOWN
20. EXISTING SURVEYS		<input type="checkbox"/> NR	<input type="checkbox"/> NHL	<input type="checkbox"/> HABS	<input type="checkbox"/> HAER-1
		<input type="checkbox"/> COUNTY	<input type="checkbox"/> LOCAL	<input type="checkbox"/> OTHER	<input type="checkbox"/> HAER
					<input type="checkbox"/> NPS
					<input checked="" type="checkbox"/> STATE

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

Structure Inventory and Appraisal: SALOOF-00.95. Colorado Department of Highways, Denver Colorado.

Salida City Council Minutes: 8 June 1904 (Book 2, page 166), 2 January 1906 (Book 3, page 65), 26 March 1906 (Book 3, pages 82-83), 23 April 1906 (Book 3, pages 94-96), 24 April 1906 (Book 3, pages 97-98), 27 April 1906 (Book 3, pages 99-100), 18 June 1906 (Book 3, pages 113-4), 2 July 1906 (Book 3, page 118), 4 September 1906 (Book 3, pages 135-6), 1 October 1906 (Book 3, page 143), 5 November 1906 (Book 3, pages 149-50, 155), 7 January 1907 (Book 3, pages 170-71, 173), 3 April 1907 (Book 3, pages 193, 195), 15 April 1907 (Book 3, page 199). Salida City Hall.

Postcard No. 334. "Riverside Park, showing new bridge, Salida, Colorado." Denver: Thayer Publishing Co., n.d. Postcard provided by Salida City Clerk.

Dedication plate on bridge: "Erected AD 1906 By the City of Salida. . ."

Field inspection by Clayton Fraser and Carl Hallberg, 6 October 1983.

22. INVENTORIED BY	AFFILIATION	DATE
Clayton Fraser and Carl Hallberg	Fraserdesign Loveland Colorado	10 October 1983

CA06 Brown's Canon Bridge

CDH: CHA191-01.57
UTM: 13.407650.4274170

CA07 F Street Bridge

CDH: SAL00F-00.95
UTM: 13.413500.4265730

