Cover

FHR-8-300 (11-78)

**United States Department of the Interior**
**Heritage Conservation and Recreation Service**

# National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received DEC 27 1984
date entered 1/31/85

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

## 1. Name

**historic** Vehicular Bridges in Colorado (Theme Resource)

**and/or common** Vehicular Bridges in Colorado

## 2. Location

**street & number** multiple locations (see HAER Inventory Cards) n/a **not for publication**

**city, town** see attached forms n/a **vicinity of** **congressional district**

**state** Colorado **code** 08 **county** multiple **code** see attached forms

## 3. Classification

| Category | Ownership | Status | Present Use | |
|---|---|---|---|---|
| ___ district | ___ public | X occupied | ___ agriculture | ___ museum |
| ___ building(s) | ___ private | X unoccupied | ___ commercial | ___ park |
| ___ structure | X both | ___ work in progress | ___ educational | ___ private residence |
| ___ site | **Public Acquisition** | **Accessible** | ___ entertainment | ___ religious |
| ___ object | ___ in process | X yes: restricted | ___ government | ___ scientific |
| X thematic group | ___ being considered | X yes: unrestricted | ___ industrial | X transportation |
| | X n/a | ___ no | ___ military | X other: abandoned |

## 4. Owner of Property

**name** multiple ownership (see Addendum, Item 4)

**street & number**

**city, town** n/a **vicinity of** **state**

## 5. Location of Legal Description

**courthouse, registry of deeds, etc.** multiple locations (see Addendum, Item 4)

**street & number**

**city, town** **state**

## 6. Representation in Existing Surveys

**title** Colorado Inventory of Historic Sites **has this property been determined elegible?** X **yes** ___ **no**

**date** 1984 ___ **federal** XX **state** ___ **county** ___ **local**

**depository for survey records** Colorado Historical Society - Preservation Office

**city, town** Denver **state** Colorado

# 7. Description

| Condition | | Check one | Check one | |
|---|---|---|---|---|
| X excellent | ___ deteriorated | X unaltered | X original site | |
| X good | ___ ruins | X altered | X moved | date (see HAER cards) |
| X fair | ___ unexposed | | | |

**Describe the present and original (if known) physical appearance**

Sixty- two spans are included in this thematic nomination of vehicular bridges in Colorado. These structures - thirty- five metal and five timber trusses, two steel viaducts, three steel girders, one steel, four masonry and ten concrete arches and two suspension bridges - are the most significant representatives of vehicular bridge-building remaining in the state. Their selection culminates a historical survey and evaluation of 552 bridges of several types built before 1945. Of these 124 are on the Federal Aid System, 51 on the Federal Aid Urban System, 342 are off-system, 8 are privately owned and 27 have been abandoned for vehicular use or removed entirely during the course of the survey. Undertaken for the Colorado Department of Highways (CDH) with the cooperation of the Colorado Historical Society (CHS) and the Historic American Engineering Record (HAER), the study is intended to serve as a cultural resource management tool for both short and long-term decision-making. By inventorying roadway bridges on a statewide basis the study provides a data base and the contextural background by which individual structures are evaluated for historical and technological significance. This aids long-term policy and funding decisions at the outset of the planning process and allows enlightened review of proposed maintenance, rehabilitation and replacement projects. Finally it is intended to guide mitigation measures for construction projects in the future which affect eligible structures.

There are three basic components to the study: inventory, synthesis and evaluation. The inventory was begun with the compilation of a master list of bridges taken from the computer listing of all state and local structures maintained by CDH. Using records from the computer and general bridge surveys at CDH, the master list was assembled and individual structures evaluated preliminarily for significance by structural type and estimated date of construction. Field work - archival research and site inspection - was conducted for each bridge considered potentially eligible for NRHP from the preliminary assessment. The research methodology involved the collection of primary and secondary source material from CDH and CHS archives, biennial reports to the state legislature from the State Engineer and the State Highway Commission, county commission and city council records of proceedings, newspaper and magazine articles, original contracts and agreements, records from other government and archival sources and oral interviews with county commissioners, engineers and road supervisors, historians and other knowledgeable informants. From this data concerning construction date, designer, fabricator and contractor has been collected and accessioned into the Fraserdesign computer in three data groups: locational, structural and historical.

The synthesis part of the survey involves preparation of an overview of bridge and transportation trends in Colorado. Bridge construction has been related to settlement and economic development within the state, and national trends have been compared with state and state with local to provide a framework within which specific bridges have been evaluated.

The final component is the evaluation. Within the context of the bridgebuilding overview, each structure from the inventory has been assessed for historical and/or technological significance for its representation of bridge industry trends. Because the survey is

Addendum, Item 4: Property Owners

| Bridge | Ownership | Owner/Administrator | Location of Legal Description |
|---|---|---|---|
| AD01 | public | Adams County | Adams County Government Bldg.<br>450 South Fourth Avenue<br>Brighton Colorado 80601 |
| AC01 | public | Archuleta County | Archuleta County Courthouse<br>P.O. Box 1507<br>Pagosa Springs Colorado 81147 |
| BE01 | public | Bent County | Bent County Courthouse<br>Seventh and Carson<br>Las Animas Colorado 81054 |
| CA01 | public | Chaffee County | Chaffee County Courthouse<br>132 Crestone<br>Salida Colorado 81201 |
| CA06 | public | same | same |
| CA07 | public | City of Salida<br>124 E Street<br>Salida Colorado 81201 | same |
| CA09 | public | Chaffee County | same |
| CA10 | public | Colorado Department of Highways<br>4201 East Arkansas Avenue<br>Denver Colorado 80222 | same |
| CA12 | public | same | same |
| CC01 | public | City of Idaho Springs<br>1350 Miner Street<br>Idaho Springs Colorado | Clear Creek County Courthouse<br>405 Argentine Street<br>Georgetown Colorado 80444 |
| CN01 | public | Conejos County | Conejos County Courthouse<br>P.O. Box 127<br>Conejos Colorado 81129 |
| CS01 | public | Costilla County | Costilla County Courthouse<br>354 Main Street<br>San Luis Colorado 81152 |

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form





| Bridge | Ownership | Owner/Administrator | Location of Legal Description |
|---|---|---|---|
| CR13 | public | Colorado Department of Highways | Crowley County Courthouse<br>Sixth and Main<br>Ordway Colorado 81063 |
| DL01 | public | Delta County | Delta County Courthouse<br>Fifth and Palmer<br>Delta Colorado 81416 |
| DL06 | public | same | same |
| DL07 | public | same | same |
| DL08 | public | Colorado Department of Highways | same |
| DE01 | public | City of Denver | Denver City/County Building<br>1437 Bannock Street<br>Denver Colorado 80202 |
| DE03 | public | same | same |
| DE06 | public | same | same |
| DE07 | public | same | same |
| EA12 | public | Colorado Department of Highways | Eagle County Courthouse<br>551 Broadway<br>Eagle Colorado 81631 |
| EA15 | public | Eagle County | same |
| EP07 | public | City of Manitou Springs<br>606 Manitou Avenue<br>Manitou Springs Colorado 80820 | El Paso County Courthouse<br>Colorado Springs Colorado |
| EP08 | public | same | same |
| EP14 | public | Colorado Department of Highways | same |
| FR01 | public | City of Canon City<br>612 Royal Gorge Boulevard<br>Canon City Colorado 81212 | Fremont County Courthouse<br>Sixth and Macon<br>Canon City Colorado 81212 |
| FR22 | public | Fremont County | same |
| FR48 | public | Fremont County | same |
| FR52 | public | Colorado Department of Highways | same |
| FR58 | public | City of Canon City | same |
| GA01 | public | Garfield County | Garfield County Courthouse<br>Eighth and Colorado<br>Glenwood Springs Colorado |

| Bridge | Ownership | Owner/Administrator | Location of Legal Description |
|---|---|---|---|
| GA02 | public | Garfield County | Garfield County Courthouse<br>Eighth and Colorado<br>Glenwood Springs Colorado |
| GA05 | public | Garfield County | same |
| GA06 | public | same | same |
| LS01 | public | City of Trinidad<br>135 Animas Street<br>Trinidad Colorado 81082 | Las Animas County Courthouse<br>First and Maple<br>Trinidad Colorado 81082 |
| LS06 | public | Las Animas County | same |
| LS07 | public | same | same |
| LS09 | public | same | same |
| LS20 | public | City of Trinidad | same |
| LS34 | public | Colorado Department of Highways | same |
| ME01 | public | Mesa County | Mesa County Courthouse<br>619 East Main<br>Grand Junction Colorado 81501 |
| ME09 | public | Colorado Department of Highways | same |
| ME10 | public | Mesa County | same |
| MF19 | public | Moffat County | Moffat County Courthouse<br>221 West Victory Way<br>Craig Colorado 81625 |
| MR03 | public | Colorado Department of Highways | Morgan County Courthouse<br>Fort Morgan Colorado 80701 |
| OT05 | public | Otero County | Otero County Courthouse<br>Third Street and Colorado Ave.<br>La Junta Colorado 81050 |
| OU02 | public | Ouray County | Ouray County Courthouse<br>541 Fourth Street<br>Ouray Colorado 81427 |
| PI07 | public | Colorado Department of Highways | Pitkin County Courthouse<br>East Main and South Galena<br>Aspen Colorado 81611 |
| PI08 | public | Pitkin County | same |

| Bridge | Ownership | Owner/Administrator | Location of Legal Description |
|---|---|---|---|
| PR09 | public | Colorado Department of Highways | Prowers County Courthouse<br>P.O. Box 889<br>Lamar Colorado 81052 |
| PU01 | public | Pueblo County | Pueblo County Courthouse<br>211 West 10th Street<br>Pueblo Colorado 81003 |
| PU09 | public | same | same |
| PU14 | public | same | same |
| PU19 | public | Colorado Department of Highways | same |
| RB03 | public | Rio Blanco County | Rio Blanco County Courthouse<br>Sixth and Main<br>Meeker Colorado 81641 |
| RG03 | public | Rio Grande County | Rio Grande County Courthouse<br>Sixth and Cherry<br>Del Norte Colorado 81132 |
| RG04 | public | same | same |
| RG07 | private | Raymond Poage<br>Del Norte Colorado 81132 | same |
| RG10 | private | Samuel Holland<br>Del Norte Colorado 81132 | same |
| RO03 | public | Routt County | Routt County Courthouse<br>Fifth and Lincoln<br>Steamboat Springs Colorado |
| SU01 | public | Summit County | Summit County Courthouse<br>208 East Lincoln<br>Breckenridge Colorado 80424 |

intended as a guide for processes (bridge replacement and rehabilitation) which have federal involvement from the Federal Highway Administration, significance is therefore gauged by eligibility for the National Register. Its evaluation is determined generally by the criteria outlined in 36 CFR Part 1202. To aid with the assessment a numerical rating system has been developed. Patterned after the previously developed systems in other states, it assigns numerical values to the different aspects of significance as defined by NRHP. Working with CDH and CHS staff, Fraserdesign formed the rating system, which has been tested and fine-tuned throughout the course of the inventory. The rating divides into three essentially equal categories: level of documentation, technological significance and general significance. The first is documentation. With a maximum of 30 points assigned, it is considered to be an important quality, allowing the structure to be traced to a specific time, builder and place of origin. Documentation requires hard evidence in the form of primary source references to the bridge's construction or physical evidence, the most obvious form of which would be a builder's plate. The elements of documentation are construction date and builder, and assessment is biased toward older bridges and those erected by in-state bridge contractors. A premium is placed on traceability, and few untraceable spans are included among those nominated.

The second category is technological significance, with a maximum of 35 points assigned. In this, rarity of structural type, dimensions and detailing are considered. Multiple spans are given points as unusual applications of engineering achievement and community investment. Similarly, span length is considered, with the longest spans of like bridges given preference as usually the most important investments from the communities they serve and to a lesser extent as indicators of higher technology. One of the most important considerations for evaluation is the number of surviving examples of type in the state. On the assumption that rarity equates with significance, more points are assigned for unique or uncommon bridge configurations, less to commonly represented types. This bias also helps to insure that examples from all of the engineering types in Colorado are noted for preservation. Finally, special structural or decorative features are given consideration for technological or aesthetic notability.

The third category - general significance - is weighted with a maximum of 35 points. This category takes into consideration the aesthetics of the structure's setting, its historical significance and structural and locational integrity. Historical significance relates the bridge to broad settlement, government and transportation trends and rates something apart from engineering merits. Structural integrity questions whether the bridge functions as originally intended or has been significantly altered through subsequent construction. Deck replacement is considered a maintenance procedure and not a structural alteration. Locational integrity looks at whether the bridge remains in its original setting or has been moved. Because some bridge superstructures are by nature moveable and relocation is a significant aspect of bridge chronology, moved spans are not heavily penalized in this rating.

After the winnowing process through application of the numerical criteria, several bridges emerged with similar, but not outstanding, significance. To address this a three-tier system has been employed to describe the bridges' potential for NRHP eligibility. The categories were:

Eligible - bridges which are unique or rare examples of technologically important types or have exceptional historical or representative value from larger bridge groups.

Possibly eligible - bridges which are good early examples of their types or are notable variations from classical configurations; bridges which have some historical yet limited technological significance.

Not eligible - bridges which are typical later examples of common types; bridges which have been substantially altered.

The distinction between the first two groups became exceedingly fine when no clear-cut examples emerged from particular thematic groupings. To arrive at a definitive list of spans to include in this nomination, an Advisory Board was selected from representatives of CDH, CHS, HAER, the Federal Highway Administration and an independent bridge engineer. The nine-member Board considered all eligible and possibly eligible bridges as presented by Fraserdesign and voted for each. The result is the group of sixty-two structures included in this nomination.

With three exceptions (the Fort Morgan Bridge, MR03; Costilla Crossing Bridge, CN01; and the Royal Gorge Bridge, FR58), none of the spans included in the nomination displays the engineering or historical significance to make it nationally important. Rather, the bridges generally exhibit the standard configurations of the thousands of mass-produced trusses or job-built arches erected from the standard plans of the bridge companies (and later the Highway Department). Cases for significance are, more often than not, based upon the structures' representation of particular designs in the state, whether as the best examples of their types from relatively large groups or as the only surviving examples of specific configurations. With many early but few truly nationally outstanding bridges encountered in the inventory, the intent of the evaluation for significance is to select the best representative examples from each major grouping (Pratt through trusses, for instance), along with notable deviations from standard form, and tie these together with the history of bridgebuilding in Colorado. The result is a group of structures which, preserved and interpreted, forms the tangible basis for the telling of part of the state's history.

The following pages give the inventory data for all of the bridges in the survey. The asterisk beside the bridge's survey number indicates that a HAER Inventory Card has been prepared for that bridge. The heavy box in the comments section indicates one of the nominated bridges.

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered



| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Adams | Baseline Bridge<br>ADA168-12.05070 AD01* | 1926 | M.F. Levy Construction Company Denver Co. | riveted steel Warren pony truss w/verticals | 80' | 3 | 46 | ■ only multi-span example of type |
| Adams | Baseline Bridge<br>ADA168-12.1N071 AD02 | 1926 | M.F. Levy Construction Company Denver Co. | riveted steel Warren pony truss w/verticals | 80' | 1 | 43 | |
| Adams | Bridge over O'Brien Canal<br>ADA012-115.2058 AD03 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 3 | |
| Alamosa | State Street Bridge<br>003000000.000001 AL01 | | | | | | | bridge removed |
| Arapahoe | Bridge over Little Dry Creek<br>GWDV-05-0.45-02 AR01 | c1940 | | riveted steel Pratt pony truss | 52' | 1 | 3 | |
| Arapahoe | Euclid Avenue Bridge<br>LTNC.874-04.424 AR02 | c1920 | | riveted steel Pratt half-hip pony truss | 44' | 1 | 9 | |
| Arapahoe | West Crestline Avenue Bridge<br>LTNB.410-03.810 AR03 | c1930 | | steel deck girder | 50' | 2 | 8 | |
| Arapahoe | Oxford Avenue Bridge<br>SHER-01-0.50-01 AR04 | c1940 | | reinf. concrete prestressed deck girder | 100' | 2 | 20 | |
| Arapahoe | Bridge over West Bijou Creek<br>ARA 50-43.2 AR05 | c1920 | | riveted steel Pratt half-hip pony truss | 75' | 1 | 17 | |
| Arapahoe | Platte River Drive Bridge<br>PLLD AR06 | c1925 | | steel deck girder | 42' | 1 | 3 | |
| Arapahoe | Bridge over Dad Clark Gulch<br>F-16-F AR07 | 1939 | George W. Condon Company | reinf. concrete rigid frame | 58' | 1 | 20 | |
| Archuleta | Lado Del Rio Bridge<br>ARF50-W0.1-S151 AC01* | 1913 | Missouri Valley Bridge and Iron Company Leavenworth Ks. | pin/riveted steel Pratt through truss | 115' | 1 | 41 | ■ earliest Highway Commission truss; pin/rigid hybrid |
| Archuleta | Pagosa Junction Bridge<br>AR500-15.8-S151 AC02 | c1930 | | riveted steel Pratt pony truss | 50' | 1 | 3 | |
| Archuleta | Fourth Street Bridge<br>LT.PLT.BRIDGE AC03* | 1924<br>m1954 | Shields and Kyle Pagosa Springs Co. | riveted steel Parker through truss | 150' | 1 | 23 | |
| Archuleta | Bridge over San Juan River<br>O-09-A AC04 | 1936 | Cook and Ransom | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Archuleta | Bridge over San Juan River<br>O-09-I AC05 | 1938 | Larson Construction Company | riveted steel Camelback pony truss | 125' | 1 | 32 | |
| Baca | Bridge over Unnamed Creek<br>BAB-35.9-1-87 BA01 | 1936 | Works Projects Administration | segmental rubble arch | 12' | 2 | 23 | |
| Baca | Bridge over Soldier Creek<br>BACC-2.2-25-34 BA02 | 1936 | Works Projects Administration | semicircular rubble arch | 16' | 2 | 26 | |
| Baca | Bridge over Bear Creek<br>BADD-40.5-26-56 BA03 | 1936 | Works Projects Administration | semicircular rubble arch w/stilted haunches | 10' | 2 | 23 | |
| Baca | Bridge over Tributary to Cimmaron River<br>BAF-39.9-5-70 BA04 | 1936 | Works Projects Administration | segmental rubble arch | 14' | 2 | 23 | |
| Baca | Bridge over Unnamed Creek<br>BAH-14.5-7-52 BA05 | 1936 | Works Projects Administration | semicircular rubble arch w/stilted haunches | 10' | 2 | 23 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Baca | Bridge over W. Carrizo Creek BAL-4.2-10-48 BA06 | 1936 | Works Projects Administration | semicircular rubble arch | 11' | 3 | 24 | |
| Baca | Bridge over Plum Creek BA11-11-32.9-10 BA07 | 1936 | Works Projects Administration | semicircular rubble arch | 10' | 3 | 24 | |
| Baca | Bridge over Two Buttes Creek BA12-12-40-16 BA08 | 1936 | Works Projects Administration | semicircular rubble arch | 12' | 2 | 23 | |
| Baca | Bridge over Sand Arroyo Creek BA23-23-15.5-80 BA09 | 1936 | Works Projects Administration | semicircular rubble arch | 6' | 4 | 25 | |
| Baca | Bridge over Sand Arroyo Creek BA23-23-17.3-79 BA10 | 1936 | Works Projects Administration | semicircular rubble arch | 6' | 3 | 24 | |
| Baca | Bridge over Sand Arroyo Creek BA23-23-18.1-74 BA11 | 1936 | Works Projects Administration | semicircular rubble arch | 12' | 2 | 23 | |
| Baca | Bridge over North Fork Cimarron River BA28-28-8.8-78 BA12 | 1936 | Works Projects Administration | semicircular rubble arch | 12' | 2 | 23 | |
| Baca | Bridge over Dry Creek BA35-35.3-23-83 BA13 | 1936 | Works Projects Administration | semicircular rubble arch | 10' | 2 | 23 | |
| Baca | Bridge over North Fork Cimarron River BA56-56-16.9-69 BA14 | 1936 | Works Projects Administration | semicircular rubble arch | 12' | 3 | 24 | |
| Baca | Bridge over South Fork Sand Arroyo BA8-8-15.2-40 BA15 | 1936 | Works Projects Administration | segmental rubble arch w/stilted haunches | 8' | 3 | 24 | |
| Baca | Bridge over Bear Creek BA46-46-28.8-57 BA16 | 1936 | Works Projects Administration | semicircular rubble arches w/stilted haunches | 14' | 4 | 25 | |
| Baca | Bridge over Bear Creek N-26-A BA17 | 1937 | Southern Colorado Construction Co. | riveted steel Camelback pony truss | 125' | 2 | 32 | |
| Baca | Bridge over Cat Creek O-26-C BA18 | 1937 | Driscoll Construction Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Baca | Bridge over Cat Creek O-26-L BA19 | 1939 | Works Projects Administration | semicircular rubble arch | 10' | 2 | 23 | |
| Baca | Bridge over Unnamed Draw O-28-I BA20 | 1939 | Works Projects Administration | semicircular rubble arch | 12' | 3 | 24 | |
| Baca | Bridge over Unnamed Draw O-28-E BA21 | 1935 | Works Projects Administration | segmental rubble arch | 9' | 2 | 28 | |
| Baca | Bridge over Unnamed Draw O-28-F BA22 | 1935 | Works Projects Administration | segmental rubble arch | 9' | 2 | 28 | |
| Baca | Bridge over Beaty Creek N-28-G BA23 | 1938 | Works Projects Administration | semicircular rubble arch | 16' | 2 | 26 | |
| Baca | Bridge over Buffalo Creek N-28-H BA24 | 1938 | Works Projects Administration | semicircular rubble arch | 16' | 2 | 26 | |
| Bent | Prowers Bridge BT34-34.5-31-46 BE01* | 1902 1906 1909 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt through and pony & Camelback through | 160' | 6 | 69 | ■ last multi-span truss on lower Arkansas River |
| Bent | Carver Bridge BT30-30-5.8-30 BE02* | 1913 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt pony truss | 55' | 1 | 35 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Bent | Bridge over Fort Lyon Canal BT20-21-34.6-26 BE03 | c1925 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Bent | Bridge over Fort Lyon Canal BTKK-6.3-33-24 BE04 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Bent | Bridge over Fort Lyon Canal BTPP-11-32.8-18 BE05 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Boulder | 17th Street Bridge BOLD-03-0.36-01 BO01* | 1906 | National Bridge Company Indianapolis In. | segmental reinf. concrete Luten arch | 73' | 1 | 38 | |
| Boulder | Bridge over Highland Ditch No. 2 C-16-A BO02 | 1938 | James B. Kenney | reinf. concrete rigid frame | 12' | 1 | 25 | |
| Boulder | Bridge over Coal Creek D-16-CO BO03 | 1939 | Sacra and Watts | reinf. concrete rigid frame | 90' | 1 | 35 | |
| Chaffee | Granite Bridge CHA397-00.03 CA01* | 1911 | Pueblo Bridge Company Pueblo Co. | riveted steel Pratt pony truss | 65' | 1 | 49 ■ | oldest dateable example of common truss type |
| Chaffee | Morley Bridge CHA295A-00.40 CA02* | 1881 | New Jersey Iron Co.; DSP&P RR track crew | pinned iron Pratt deck truss | 80' | 1 | 75 ■ | oldest intact bridge in Colorado; only ex. of type |
| Chaffee | Everett Bridge CHA165-01.48 CA03 | c1925 | | riveted steel Pratt pony truss | 45' | 1 | 3 | |
| Chaffee | Big Bend Bridge CHA166-00.05 CA04 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 3 | |
| Chaffee | Ute Trail Bridge CHA175-03.39 CA05* | 1880 | Edge Moor Bridge Works Wilmington Dl. | iron deck girder | 45' | 1 | 53 | |
| Chaffee | Brown's Canon Bridge CHA191-01.57 CA06* | 1908 | Pueblo Bridge Company Pueblo Co. | reinf. concrete slab-and-girder | 40' | 2 | 57 ■ | best example of type in survey |
| Chaffee | F Street Bridge SALOOF-00.95 CA07* | 1907 | Pueblo Bridge Company Pueblo Co. | segmental reinf. concrete Luten arch | 60' | 2 | 60 ■ | oldest Luten arch by state's biggest arch builder |
| Chaffee | Bridge over Arkansas River CHA301-00.15 CA08 | c1930 | | steel deck girder | 52' | 2 | 3 | |
| Chaffee | Four Mile Bridge CHA371-01.70 CA09* | 1909 | Pueblo Bridge Company Pueblo Co. | riveted steel truss leg bedstead | 50' | 1 | 58 ■ | unique example of nonstandard bridge design |
| Chaffee | Bridge over Arkansas River I-12-T CA10* | 1937 | M.E. Carlson | riveted steel Pratt deck truss | 125' | 1 | 45 ■ | longest-span / best example of type |
| Chaffee | Bridge over Big Sandy Draw I-12-B CA11 | 1938 | Switzer and Horner Denver Co. | riveted steel Camelback pony truss | 80' | 1 | 28 | |
| Chaffee | Hortense Bridge J-12-0 CA12* | 1880 | New Jersey Iron Co.; DSP&P RR track crew | pinned timber/iron Queenpost pony truss | 39' | 1 | 71 ■ | oldest timber truss in survey; only example of type |
| Chaffee | Bridge over Arkansas River J-12-AK CA13 | | | pinned steel Parker pony truss | 103' | 1 | 32 | |
| Chaffee | Bridge over South Arkansas River J-12-A CA14 | 1938 | Lowdermilk Brothers | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Chaffee | Bridge over Cottonwood Creek I-12-A CA15 | c1945 | | semicircular rubble arch | 18' | 1 | 14 | |

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

**Continuation sheet** Colorado Vehicular Bridges **Item number** 7 **Page** 7

| COUNTY | BRIDGE NAME | | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| Cheyenne | Bridge over Smoky Hill River CY49-1.0-T | CY01 | c1935 | | riveted steel Camelback pony truss | 80' | 1 | 6 | |
| Cheyenne | Bridge over Smoky Hill River CY53-1.1-U | CY02 | c1935 | | riveted steel Camelback pony truss | 80' | 1 | 6 | |
| Cheyenne | Bridge over Smoky Hill River CY54-0.9-U | CY03 | c1935 | | riveted steel Camelback pony truss | 80' | 1 | 6 | |
| Clear Creek | Miner Street Bridge IDAHO SPGS. 01 | CC01* | 1901 | Kuyes and Work Idaho Springs Co. | pinned steel skewed Pratt pony truss | 60' | 1 | 42 ■ | good early example of type; only pin. skewed pony truss |
| Clear Creek | Bridge over Clear Creek F-15-N | CC02 | 1936 | M.E. Carlson | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Clear Creek | Tunnel No. 5 F-15-Y | CC03 | 1939 | Pioneer Const. Company Hinman Brothers Frank M. Kenney | tunnel | 411' | 1 | 34 | |
| Clear Creek | Tunnel No. 6 F-15-X | CC04 | 1939 | Pioneer Const. Company Hinman Brothers Frank M. Kenney | tunnel | 588' | 1 | 34 | |
| Clear Creek | Tunnel No. 4 F-15-K | CC05 | 1939 | Pioneer Const. Company Hinman Brothers Frank M. Kenney | tunnel | 192' | 1 | 29 | |
| Conejos | Costilla Crossing Bridge CON14.6E-00.0N | CN01* | 1892 | Wrought Iron Bridge Company Canton Ohio | pinned iron/steel Thatcher through truss | 155' | 2 | 86 ■ | most technologically significant bridge in survey |
| Conejos | Ortiz Bridge CON01.1W-05.6S | CN02 | 1922 | | riveted steel Camelback pony truss | 80' | 1 | 8 | |
| Conejos | Bridge over Conejos River CON05.0E-05.8N | CN03 | 1928 | | riveted steel Pratt pony truss | 44' | 1 | 3 | |
| Conejos | Bridge over Alamosa River CON04.0W-14.2N | CN04 | c1930 | | riveted steel Warren pony truss w/alt. verticals | 40' | 1 | 9 | |
| Conejos | Bridge over Conejos River P-13-B | CN05 | 1928 | C.A. Switzer Denver Co. | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Conejos | Bridge over Rio Grande River P-14-A | CN06 | 1924 | Switzer and Dillon Denver Co. | riveted steel Pratt through truss | 125' | 2 | 38 | |
| Conejos | Capulin Bridge CON05.0W-13.6N | CN07* | 1908 | Walter Sharp Bridge Company El Dorado Ks. | reinf. concrete slab-and-girder | 50' | 1 | 48 | |
| Costilla | San Luis Bridge CSSMME-0.1-S159 | CS01* | 1911 | M.F. Levy Construction Company Denver Co. | reinf. concrete open spandrel deck arch | 57' | 1 | 57 ■ | excellent early example of type |
| Crowley | Bridge over Dry Wash CRCO 1.50-1 | CR01 | 1907 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt pony truss | 75' | 1 | 42 | |
| Crowley | Bridge over Dead Horse Creek CRCO 6.40-2 | CR02* | 1907 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt pony truss | 75' | 2 | 44 | |
| Crowley | Bridge over Bob Creek CRCO 1.25-11 | CR03 | 1907 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt pony truss | 75' | 1 | 40 | |
| Crowley | Bridge over Bob Creek CRCO 0.75-22 | CR04 | 1907 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt pony truss | 75' | 1 | 40 | |
| Crowley | Bridge over Bob Creek CRCO 1.80-9 | CR05 | 1927 | Monarch Engineering Company Denver Co. | riveted steel Pratt pony truss | 50' | 1 | 29 | |

| COUNTY | BRIDGE NAME | | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| Crowley | Bridge over Colorado Canal CRCO 0.80-15 | CR06 | 1927 | Monarch Engineering Company Denver Co. | riveted steel Pratt pony truss | 50' | 1 | 29 | | |
| Crowley | Bridge over Colorado Canal CRCO 1.10-13 | CR07 | 1927 | Monarch Engineering Company Denver Co. | riveted steel Pratt pony truss | 75' | 1 | 30 | | |
| Crowley | Bridge over Colorado Canal CRCO 3.50-6 | CR08 | 1927 | Monarch Engineering Company Denver Co. | riveted steel Pratt pony truss | 50' | 1 | 27 | | |
| Crowley | Bridge over Colorado Canal CRCO 3.20-27 | CR09 | 1930 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 46' | 1 | 29 | | |
| Crowley | Bridge over Bob Creek CRCO 1.80-18 | CR10 | 1930 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 50' | 1 | 29 | | |
| Crowley | Bridge over Colorado Canal CRCO 3.75-5 | CR11 | 1930 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 47' | 1 | 27 | | |
| Crowley | Bridge over Colorado Canal CRCO 0.75-14 | CR12 | 1930 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 47' | 1 | 29 | | |
| Crowley | Manzanola Bridge L-21-BD | CR13* | 1911 | Patterson-Burghardt Bridge Company Denver Co. | riveted steel Pennsylvania through truss | 300' | 1 | 57 | ■ | longest-span truss in survey; oldest example of type |
| Delta | Roubideau Bridge DELG50R-2.2-11 | DL01* | 1911 | Pueblo Bridge Company Pueblo Co. | riveted stl Warren through truss w/ alt. vert. & polyg. | 192' | 1 | 75 | ■ | unique example of uncommon truss type |
| Delta | Paonia Bridge DEL4175D-0.2-57 | DL02* | 1911 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt through truss | 125' | 1 | 36 | | |
| Delta | Bridge over Gunnison River DEL2200R-I20-44 | DL03 | c1930 | | riveted steel Camelback pony truss | 100' | 3 | 11 | | |
| Delta | Bridge over Buttermilk Creek DELGR-10.7-10 | DL04 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 8 | | |
| Delta | Bridge over Escalante Creek DEL650R-2.9-36 | DL05 | c1940 | | riveted steel Pratt pony truss | 60' | 1 | 5 | | |
| Delta | Hotchkiss Bridge DEL3400R-0.5-49 | DL06* | 1911 | Pueblo Bridge Company Pueblo Co. | pinned steel Camelback through truss | 150' | 1 | 46 | ■ | one of 4 of type in survey |
| Delta | Escalante Canon Bridge DEL650R-2.8-35 | DL07* | 1890 m1908 m1938 | Bullen Bridge Company Pueblo Co. | pinned steel Camelback through truss | 196' 180' | 2 | 75 | ■ | outstanding early steel truss; oldest and longest of type |
| Delta | Delta Bridge I-04-A | DL08* | 1923 | Winterburn and Lumsden Grand Junction Co. | riveted steel Parker through truss | 150' | 4 | 46 | ■ | significant early multi-span highway truss |
| Delta | Bridge over Gunnison River I-05-V | DL09 | 1938 | Switzer and Horner Denver Co. | riveted steel Camelback pony truss | 125' | 3 | 36 | | |
| Denver | 19th Street Bridge D-02-PR-060 | DE01* | 1888 | Missouri Valley Bridge and Iron Company Leavenworth Ks. | pinned steel Pratt through truss | 101' | 2 | 66 | ■ | oldest roadway truss in survey; oldest example of type |
| Denver | 23rd Street Viaduct D-03-V-030 | DE02 | 1909 | American Bridge Company (fabricator) Chicago Il. | multiple-span steel girder/ trussed viaduct | 2681' tot. | 52 | 33 | | |
| Denver | 20th Street Viaduct D-03-V-050 | DE03* | 1907 | Milwaukee Bridge Co. Milwaukee Wi. | multiple-span steel girder/ trussed viaduct | 4251' tot. | 85 | 46 | ■ | longest and best of trussed viaducts in survey |
| Denver | Broadway Viaduct D-03-V-020 | DE04 | 1922 | | multiple-span steel girder/ trussed viaduct | 2266' tot. | 46 | 25 | | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Denver | Blake Street Bridge<br>D-01-CC-030 DE05 | 1899 | | steel deck girder | 25' | 4 | 27 | |
| Denver | Broadway Bridge<br>D-01-CC-180 DE06* | 1895 | Youngstown Bridge Company Youngstown Oh. | open-web steel deck girder | 122' | 1 | 65 | ■ only example of type in survey |
| Denver | 14th Street Viaduct<br>D-03-V-100 DE07* | 1889<br>1897 | Youngstown Bridge Company Youngstown Oh. | steel stringer viaduct | 1467' tot. | 63 | 60 | ■ only 19th century tram/wagon viaduct remaining |
| Denver | 16th Street Viaduct<br>D-03-V-080 DE08 | 1924 | | reinf. concrete open arch/rigid frame viaduct | 3590' tot. | 93 | 39 | |
| Denver | W. Alameda Avenue Railroad Underpass<br>D-06-RRU-101 DE09 | 1910 | Milwaukee Bridge Co. Milwaukee Wi. | steel railroad deck girder | 33' | 2 | 33 | |
| Denver | W. Alameda Avenue Railroad Underpass<br>D-06-RRU-102 DE10 | 1910 | Milwaukee Bridge Co. Milwaukee Wi. | steel railroad deck girder | 33' | 2 | 33 | |
| Denver | W. Alameda Avenue Railroad Underpass<br>D-06-RRU-103 DE11 | 1910 | Milwaukee Bridge Co. Milwaukee Wi. | steel railroad deck girder | 33' | 2 | 33 | |
| Denver | W. 38th Avenue Railroad Underpass<br>D-06-RRU-080 DE12 | 1925 | | steel railroad deck girder | 44' | 1 | 19 | |
| Denver | W. Iowa Avenue Railroad Underpass<br>D-06-RRU-131 DE13 | 1926 | | steel railroad deck girder | 20' | 2 | 21 | |
| Denver | W. Iowa Avenue Railroad Underpass<br>D-06-RRU-132 DE14 | 1926 | | steel railroad deck girder | 20' | 2 | 21 | |
| Denver | Washington Street Railroad Underpass<br>D-06-RRU-070 DE15 | 1927 | | steel railroad deck girder | 32' | 1 | 19 | |
| Denver | W. 13th Avenue Bridge<br>D-02-PR-130 DE16 | 1927 | | steel deck girder | | 2 | 22 | |
| Denver | W. Eighth Avenue Bridge<br>D-02-PR-150 DE17 | 1929 | | steel deck girder | | 3 | 23 | |
| Denver | W. Eighth Avenue Viaduct<br>D-03-V-150 DE18 | 1936 | | multiple-span steel girder/ trussed viaduct | 2938' tot. | 48 | 23 | |
| Denver | W. 38th Avenue Railroad Underpass<br>D-06-RRU-091 DE19 | 1937 | | steel railroad deck girder | 46' | 1 | 19 | |
| Denver | W. 38th Avenue Railroad Underpass<br>D-06-RRU-092 DE20 | 1937 | | steel railroad deck girder | 46' | 1 | 19 | |
| Denver | W. Eleventh Avenue Bridge<br>D-01-CC-160 DE21 | 1925 | | reinf. concrete rigid frame | | 2 | 21 | |
| Denver | W. 13th Avenue Bridge<br>D-01-CC-150 DE22 | 1928 | | reinf. concrete rigid frame | | 2 | 21 | |
| Denver | Washington Street Bridge<br>D-01-CC-230 DE23 | 1929 | | reinf. concrete rigid frame | | 2 | 21 | |
| Denver | Bannock Street Bridge<br>D-01-CC-170 DE24* | 1908 | Commonwealth Construction Company Denver Co. | reinf. concrete 3-hinge open-spandrel deck arch | 135' | 1 | 47 | |
| Denver | Wazee Street Bridge<br>D-01-CC-020 DE25 | 1899 | | steel deck girder | 54' | 2 | 30 | |

| COUNTY | BRIDGE NAME | | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| Denver | Bridge over Unnamed Draw F-16-BM | DE26 | 1922 | | reinf. concrete open spandrel deck arch | 79' | 1 | 32 | |
| Denver | Highway 1445 Viaduct E-16-B | DE27 | 1907 | American Bridge Company (fabricator) Chicago Il. | multiple-span steel girder/ trussed viaduct | 4200' tot. | | 31 | |
| Denver | Colfax Viaduct F-16-BL | DE28 | 1917 | | steel trussed viaduct | 518' tot. | | 29 | |
| Douglas | Keystone Bridge | DU01 | c1890 m1903 | Keystone Bridge Company Pittsburgh Pa. | pinned steel Pratt through truss w/ keystone columns | | 1 | | ■ determined eligible for NRHP; currently dismantled |
| Douglas | Bridge over Cherry Creek DOU008-06.05 | DU02 | c1930 | | | | | | |
| Douglas | Bridge over Cherry Creek DOU014-00.32 | DU03 | c1935 | | steel deck girder | 30' | 2 | 3 | |
| Douglas | AT&SF RR Bridge F-16-U | DU04 | 1923 | M.J. Kenney | steel railroad deck girder | 59' | 1 | 26 | |
| Douglas | AT&SF RR Bridge F-16-T | DU05 | 1923 | M.J. Kenney | steel railroad deck girder | 72' | 1 | 26 | |
| Eagle | Bridge over Eagle River EAG-EDW-00.1 | EA01 | c1940 | | welded steel pipe Camelback pony truss | 90' | 1 | 8 | |
| Eagle | Wilmot Ranch Bridge EAG-028-03.6 | EA02 | | | | | | | bridge removed |
| Eagle | Bridge over Colorado River F-08-F | EA03 | 1935 | Switzer and Horner Denver Co. | riveted steel Parker through truss | 150' | 1 | 32 | |
| Eagle | Bridge over Eagle River F-09-H | EA04 | 1933 | Switzer and Horner Denver Co. | riveted steel Parker through truss | 150' | 1 | 32 | |
| Eagle | Bridge over Eagle River F-10-E | EA05 | 1933 | Switzer and Horner Denver Co. | riveted steel Parker through truss | 150' | 1 | 32 | |
| Eagle | Bridge over D&RGW Railroad F-11-C | EA06 * | 1929 | J. Fred Roberts & Sons Denver Co. | riveted steel Pratt deck truss | 120' | 1 | 38 | |
| Eagle | Bridge over Eagle River F-11-D | EA07 * | 1929 | J. Fred Roberts & Sons Denver Co. | riveted steel Pratt deck truss | 120' | 1 | 38 | |
| Eagle | Basalt Bridge G-08-J | EA08 | 1938 | Switzer and Horner Denver Co. | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Eagle | Bridge over Eagle River F-09-A | EA09 | 1933 | Hinman Brothers Construction Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Eagle | Gypsum Bridge | EA10 * | 1914 | Pueblo Bridge Company Pueblo Colorado | segmental concrete Luten arch | 60' | 2 | 39 | |
| Eagle | Dotsero Bridge F-08-C | EA11 * | 1900 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt through truss | 150' | 2 | 52 | |
| Eagle | Red Cliff Bridge F-11-T | EA12 * | 1940 | Frank M. Kenney | riveted steel deck arch | 318' | 1 | 71 | ■ only example in survey of type |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Eagle | Sage Bridge EA13* | 1907 | Denver Bridge Company Denver Co. | pinned steel Pratt pony truss | 70' | 1 | 31 | |
| Eagle | Wolcott Bridge F-10-B EA14* | 1916 | Pueblo Bridge Company Pueblo Co. | segmental concrete Luten arch | 58' | 2 | 53 | |
| Eagle | State Bridge E-10-A EA15* | 1890 | Missouri Valley Bridge and Iron Works Leavenworth Ks. | pinned timber and iron Howe through truss | 100' | 2 | 77 | ■ important early bridge; only example of type in survey |
| Elbert | Bridge over Mustang Creek ELBT-173-1.0-01 EL01 | c1930 | | riveted steel Pratt half-hip pony truss | 75' | 1 | 12 | |
| Elbert | Bridge over Big Sandy Creek ELBT-125-0.3-09 EL02 | c1930 | | steel deck girder | 34' | 6 | 7 | |
| Elbert | Bridge over Kiowa Creek ELBT-98-0.20-02 EL03 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| El Paso | Hancock Avenue Bridge CSGHO.56-11.95 EP01 | c1935 | | riveted Warren pony truss w/alt. verticals | 62' | 2 | 10 | |
| El Paso | Cascade Avenue Bridge CSGGO.27-07.04 EP02 | c1930 | | reinforced concrete filled spandrel deck arch | 18' | 1 | 17 | |
| El Paso | Polk Street Bridge CSGEO.22-05.64 EP03 | c1920 | | steel deck girder | 74' | 1 | 8 | |
| El Paso | Alsace Way Bridge CSGFO.80-06.50 EP04 | c1940 | | reinforced concrete filled spandrel deck arch | 24' | 1 | 3 | |
| El Paso | Bridge over Cottonwood Creek CSGHO.01-15.11 EP05 | 1922 | Standard Engineering and Construction Co. | reinforced concrete slab-and-girder | 53' | 4 | 38 | |
| El Paso | Buttes Bridge EPCO415-01.20 EP06* | 1922 | Pueblo Bridge Company Pueblo Co. | riveted steel Parker through truss | 150' | 2 | 34 | |
| El Paso | Park Avenue Bridge EP07* | 1907 | local masons | semicircular rubble arch | 18' | 1 | 30 | ■ earliest example of type in survey (see EP08) |
| El Paso | Canon Avenue Bridge MANITOU-CANON EP08* | 1906 | local masons | semicircular rubble arch | 21' | 1 | 42 | ■ earliest example of type in survey (see EP07) |
| El Paso | Bridge over Black Squirrel Creek H-18-A EP09 | 1935 | Owen and Horner Denver Co. | riveted steel Parker through truss | 150' | 1 | 32 | |
| El Paso | Bridge over Little Fountain Creek J-17-F EP10 | 1936 | Works Projects Administration | semicircular rubble arch | 15' | 2 | 26 | |
| El Paso | D&RGW Railroad Bridge I-17-G EP11 | 1901 m1942 | American Bridge Company Lassig Branch Lassig Il. | steel railroad through girder | 46' | 1 | 27 | |
| El Paso | D&RGW Railroad Bridge H-17-W EP12 | 1927 | F.L. Hoffman | steel railroad through girder | 40' | 1 | 21 | |
| El Paso | Bridge over Pine Creek I-17-B EP13 | 1936 | Pueblo Bridge Company Pueblo Co. | reinforced conc open spandrel deck arch | 140' | 1 | 40 | |
| El Paso | Bridge over Fountain Creek I-17-AI EP14 | 1932 | Pueblo Bridge Company Pueblo Co. | reinforced conc open spandrel deck arch | 162' | 1 | 40 | ■ excellent example of type |
| Fremont | Fourth Street Bridge CC 2-FOURTH ST. FR01* | 1891 | Bullen Bridge Company Pueblo Co. | pinned steel Pratt through truss | 105' | 1 | 51 | ■ excellent early example of type |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Fremont | First Street Bridge<br>CC 3-FIRST ST. FR02 | 1928 | Denver Steel and Iron Company<br>Denver Co. | riveted steel Pratt through truss | 120' | 1 | 31 | |
| Fremont | New York Avenue Bridge<br>CC 7- NEW YORK A FR03 | c1920 | | riveted steel Warren pony truss w/alt. verticals | 50' | 1 | 11 | |
| Fremont | Temple Canon Bridge<br>CC 11- TEMPLE FR04 | 1929 | Denver Steel and Iron Company<br>Denver Co. | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Fremont | Tunnel Drive Bridge<br>CC 8-TUNNEL DR. FR05 | | | | | | | bridge removed |
| Fremont | Tunnel Drive Bridge<br>CC 9-TUNNEL DR. FR06 | | | | | | | bridge removed |
| Fremont | Second Street Bridge<br>CC 5-SECOND ST. FR07 | c1930 | | steel deck girder | 40' | 1 | 3 | |
| Fremont | Griffin Avenue Bridge<br>CC 4-GRIFFIN AV FR08 | c1930 | | steel deck girder | 58' | 1 | 8 | |
| Fremont | Stanley Avenue Bridge<br>CC 6-STANLEY AV FR09 | c1930 | | steel deck girder | 43' | 1 | 3 | |
| Fremont | Second Street Bridge<br>CC 10-2ND ST. FR10 | c1940 | | steel deck girder | 33' | 1 | 3 | |
| Fremont | Siloam Bridge<br>FRCO 19-209 FR11* | 1900 | Pueblo Bridge Company<br>Pueblo Co. | pinned steel Pratt through truss | 100' | 1 | 33 | |
| Fremont | Texas Creek Bridge<br>FRCO 308-TX CK FR12* | 1907 | Pueblo Bridge Company<br>Pueblo Co. | pinned steel Pratt pony truss | 82' | 1 | 40 | |
| Fremont | Cotopaxi Bridge<br>FRCO 12-306 FR13 | | | pinned steel Pratt through railroad truss | 103' | 1 | 21 | |
| Fremont | Cyanide Bridge<br>FRCO 79-101 FR14 | | | | | | | bridge removed |
| Fremont | Coaldale Bridge<br>FRCO 305-COALDL FR15 | | | pinned steel Pratt through railroad truss | 110' | 1 | 21 | |
| Fremont | Parkdale Bridge<br>FRCO 303-PRKDL FR16 | 1921 | H.M. Fox | riveted steel Warren pony truss w/verticals | 77' | 1 | 37 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 132-108 FR17 | c1920 | | riveted steel modified Queenpost pony truss | 41' | 1 | 18 | |
| Fremont | Bridge over Beaver Creek<br>FRCO 120-211 FR18 | 1923 | Denver Steel and Iron Company<br>Denver Co. | riveted steel Camelback pony truss | 100' | 1 | 30 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 3-217 FR19 | 1928 | Denver Steel and Iron Company<br>Denver Co. | riveted steel Pratt pony truss | 51' | 1 | 25 | |
| Fremont | Bridge over Hardscrabble Creek<br>FRCO 19-208 FR20 | c1930 | | timber/steel modified Queenpost pony truss | 47' | 1 | 3 | |
| Fremont | Wellsville Bridge<br>FRCO 300-0.10 FR21* | 1912 | Pueblo Bridge Company<br>Pueblo Co. | riveted steel Pratt pony truss | 85' | 1 | 36 | |
| Fremont | Howard Bridge<br>FRCO 301-HOWARD FR22* | 1924 | Minneapolis Steel and Machinery Company<br>Minneapolis Mn. | riveted steel Warren pony truss w/alt. vert. & poly. | 102' | 1 | 45 | ■ only dateable example of type in survey |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Fremont | Vallie Bridge<br>FRCO 314-VALLIE FR23 | 1925 | Monarch Engineering Company<br>Denver Co. | riveted steel Camelback pony truss | 104' | 1 | 32 | |
| Fremont | Cherry Creek Bridge<br>FRCO 302-CHERRY FR24 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Fremont | Bridge over Fourmile Creek<br>FRCO 9-113 FR25 | c1935 | | riveted steel Warren pony truss w/verticals | 60' | 1 | 9 | |
| Fremont | Bridge over Oak Creek<br>FRCO 12-313 FR26 | c1935 | | riveted steel Warren pony truss w/alt. verticals | 50' | 1 | 9 | |
| Fremont | Bridge over Fourmile Creek<br>FRCO 9-112 FR27 | c1935 | | riveted steel Warren pony truss w/alt. verticals | 50' | 1 | 9 | |
| Fremont | Bridge over Red Gulch<br>FRCO 12-304 FR28 | c1935 | | riveted steel Warren pony truss w/alt. verticals | 51' | 1 | 9 | |
| Fremont | Bridge over Fourmile Creek<br>FRCO 9-111 FR29 | c1940 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 2-216 FR30 | c1930 | | steel through girder | 37' | 1 | 7 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 12-226 FR31 | c1930 | | steel through girder | 57' | 1 | 12 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 13-227 FR32 | c1930 | | steel through girder | 48' | 1 | 7 | |
| Fremont | Petroleum Avenue Bridge<br>FRCO 233-PETRO. FR33 | c1930 | | steel through girder | 45' | 1 | 3 | |
| Fremont | Oak Creek Avenue Bridge<br>RV 1-OAK CK. FR34 | c1930 | | steel deck girder | 33' | 1 | 3 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 14-228 FR35 | c1930 | | steel deck girder | 40' | 1 | 7 | |
| Fremont | Bridge over Dry Creek<br>FRCO 16-229 FR36 | c1930 | | steel through girder | 38' | 2 | 3 | |
| Fremont | Coal Creek Bridge<br>FRCO 95-204 FR37 | c1930 | | steel through girder | 38' | 1 | 3 | |
| Fremont | Highland Avenue Bridge<br>FRCO 103-HL AVE FR38 | c1930 | | steel deck girder | 28' | 1 | 3 | |
| Fremont | Grandview Avenue Bridge<br>FRCO 104-GRV AV FR39 | c1930 | | steel deck girder | 29' | 1 | 3 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 4-218 FR40 | c1910 | | steel through girder | 55' | 1 | 17 | |
| Fremont | Bridge over unnamed creek<br>FRCO 6-220 FR41 | c1935 | | steel deck girder | 36' | 1 | 3 | |
| Fremont | Bridge over Eightmile Creek<br>FRCO 123-214 FR42 | c1930 | | steel through girder | 47' | 1 | 7 | |
| Fremont | Bridge over Oak Creek<br>FRCO 143-115 FR43 | c1940 | | steel deck girder | 58' | 1 | 8 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Fremont | Mesa Avenue Bridge<br>RV 2-MESA AVE. FR44 | c1940 | | steel deck girder | 28' | 1 | 3 | |
| Fremont | West Second Street Bridge<br>FRCO 231-W2NDST FR45* | 1908 | Fox and Smith<br>Florence Co. | segmental reinf. concrete filled spandrel arch | 50' | 1 | 37 | |
| Fremont | Third Street Bridge<br>FRCO 232-3RD ST FR46 | 1916 | Fox and Smith<br>Florence Co. | segmental reinf. concrete filled spandrel arch | 45' | 1 | 33 | |
| Fremont | West Third Street Bridge<br>FRCO 13A-203 FR47* | 1908 | Fox and Smith<br>Florence Co. | segmental reinf. concrete filled spandrel arch | 40' | 1 | 34 | |
| Fremont | Bridge No. 10<br>FRCO 10-224 FR48* | 1894 | Orman and Crook<br>Pueblo Co. | steel railroad deck girder trestle | 69' | 3 | 66 | ■ excellent early railroad trestle on important rail line |
| Fremont | Coaldale Bridge<br>FR49* | 1906 | Pueblo Bridge Company<br>Pueblo Co. | pinned steel Pratt through truss | 105' | 1 | 31 | |
| Fremont | Second Street Bridge<br>FR50 | 1916 | Fox and Smith<br>Florence Co. | reinf. concrete slab-and-girder | 50' | 1 | 33 | |
| Fremont | Fifth Street Bridge<br>FR51 | 1916 | Fox and Smith<br>Florence Co. | segmental reinf. concrete filled spandrel arch | 50' | 1 | 33 | |
| Fremont | Portland Bridge<br>K-16-K FR52* | 1926 | H.M. Fox<br>Florence Co. | riveted steel Pratt semi-deck truss | 150' | 1 | 53 | ■ only example of uncommon truss type in survey |
| Fremont | Bridge over Hardscrabble Creek<br>K-16-Q FR53 | 1928 | Minnesota-Moline Power Implement Company<br>Minneapolis Mn. | riveted steel Parker through truss | 125' | 1 | 29 | |
| Fremont | Bridge over Spring Creek<br>K-13-G FR54 | 1934 | Gordon Construction Company | segmental reinf. concrete filled spandrel arch | 55' | 1 | 28 | |
| Fremont | Bridge over Arkansas River<br>K-15-I FR55 | 1937 | Driscoll Construction Company | riveted steel Parker through truss | 175' | 1 | 34 | |
| Fremont | Bridge over D&RGW RR<br>K-16-S FR56 | 1930 | Mountain States Construction Company | reinf. concrete slab-and-girder | 46' | 6 | 31 | |
| Fremont | Bridge over Adobe Creek<br>K-16-AN FR57 | c1910<br>1951 | Brown Construction Company (remodeler) | steel through girder | 58' | 1 | 10 | |
| Fremont | Royal Gorge Bridge<br>FR58* | 1929 | Royal Gorge Bridge and Amusement Company<br>Canon City Co. | steel suspension bridge | 880' | 1 | 77 | ■ longest bridge in state; enrolled on NRHP in 1983 |
| Fremont | Tunnel No. 1<br>FR59* | 1894 | Orman and Crook<br>Pueblo Co. | mountain tunnel | 166' | 1 | 58 | |
| Fremont | Tunnel No. 2<br>FR60* | 1895 | Orman and Crook<br>Pueblo Co. | mountain tunnel | 247' | 1 | 58 | |
| Garfield | Satank Bridge<br>GA01* | 1900 | Pueblo Bridge Company<br>Pueblo Co. | pinned timber & steel Pratt through truss | 100' | 1 | 67 | ■ only timber Pratt through truss in survey |
| Garfield | Una Bridge<br>GAR300-00.79 GA02* | 1910 | Charles G. Sheely Construction Company<br>Denver Co. | riveted steel dbl.-inter. Warren through truss | 203' | 1 | 75 | ■ only example of type in survey |
| Garfield | Hardwick Bridge<br>GAR109-01.43 GA03* | 1923 | Monarch Engineering Company<br>Denver Co. | riveted steel Pratt through truss | 131' | 1 | 36 | |
| Garfield | Roan Creek Bridge<br>GAR202-13.90 GA04* | 1897 | Youngstown Bridge Company<br>Youngstown Oh. | pinned steel Pratt through truss | 100' | 1 | 41 | |

| COUNTY | BRIDGE NAME | | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| Garfield | South Canon Bridge | GA05* | 1914 | Missouri Valley Bridge Company Leavenworth Ks. | pinned steel Pennsylvania through truss | 190' | 1 | 61 | one of two of type in survey |
| Garfield | Rifle Bridge | GA06* | 1909 | Charles G. Sheely Construction Company Denver Co. | pinned stl. Parker and Pennsylvania through trusses | 240' 190' | 2 | 77 | longest pinned truss in survey; unique truss comb. |
| Garfield | Silt Bridge GAR311-12.70 | GA07 | | | | | | | bridge removed |
| Garfield | Glenwood Canon Bridge F-08-L | GA08 | 1937 | Midwest Steel and Iron Company (fab.) | riveted steel Camelback pony truss | 125' | 2 | 29 | |
| Garfield | Bridge over Elk Creek F-06-A | GA09 | 1931 | A.R. Mackey | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Grand | Spring Road Bridge 049002000.10011 | GR01 | c1925 | | riveted steel Pratt pony truss | 60' | 2 | 8 | |
| Grand | Bridge over Williams Fork 049033000.50020 | GR02 | 1929 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 60' | 1 | 30 | |
| Grand | Radium Bridge 049001100.10005 | GR03 | 1927 | Monarch Engineering Company Denver Co. | riveted steel Camelback pony truss | 90' | 2 | 34 | |
| Grand | North Fork Bridge 049062000.20024 | GR04 | 1916 | M.F. Levy Construction Company Denver Co. | riveted steel Pratt pony truss | 90' | 1 | 36 | |
| Grand | Bridge over Muddy Creek 049002500.30003 | GR05 | c1925 | | riveted steel Pratt pony truss | 64' | 1 | 6 | |
| Grand | Bridge over Blue River 049001001.10001 | GR06 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Grand | Bridge over Colorado River D-12-D | GR07 | 1934 | Sacra and Watts | riveted steel Pratt deck truss | 91' | 2 | 32 | |
| Grand | Bridge over Colorado River D-13-O | GR08 | 1935 | W.O. Allison | riveted steel Camelback pony truss | 100' | 2 | 30 | |
| Grand | Bridge over Fraser River D-13-K | GR09 | 1933 | J.H. Miller and Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Gunnison | Bridge over Ohio Creek GUN818-00.80 | GU01 | | | | | | | bridge removed |
| Gunnison | Bridge over Anthracite Creek GUN012-05.60 | GU02 | c1910 | | pinned steel Pratt through truss | 141' | 1 | 8 | |
| Gunnison | Bridge over Lake Fork of Gunnison R. GUN025-2.20 | GU03 | c1930 | | timber Pratt pony truss | 40' | 1 | 18 | |
| Gunnison | Bridge over North Fork of Gunnison R. GUN012-00.20 | GU04 | | | | | | | bridge removed |
| Gunnison | Four Mile Bridge GUN032-10.80 | GU05 | c1920 | | riveted steel Pratt pony truss | 60' | 3 | 11 | |
| Gunnison | Bridge over Taylor River GUN742-20.80 | GU06 | | | | | | | bridge removed |
| Gunnison | Bridge over Willow Creek GUN742-24.00 | GU07 | c1935 | | steel deck girder | 50' | 1 | 8 | |

| COUNTY | BRIDGE NAME | | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | CAT. | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| Gunnison | Bridge over Texas Creek GUN742-26.80 | GU08 | c1935 | | steel deck girder | 50' | 1 | 8 | 3 | |
| Gunnison | Bridge over Ruby Anthracite Creek GUN012-21.00 | GU09 | c1940 | | steel through girder | 48' | 1 | 3 | 3 | |
| Gunnison | Bridge over Gunnison River J-09-C | GU10 | 1926 | Lambie-Bate Construction Company Denver Co. | riveted steel Pratt through truss | 125' | 1 | 32 | 3 | |
| Gunnison | Bridge over Gunnison River J-09-D | GU11 | 1926 | Lambie-Bate Construction Company Denver Co. | riveted steel Pratt through truss | 125' | 1 | 32 | 3 | |
| Hinsdale | Bridge over Cebolla Creek HIN05-18.19 | HI01 | c1935 | | riveted steel Pratt pony truss | 50' | 1 | 3 | 3 | |
| Huerfano | Bridge over Sandy Arroyo HU120-2.7-S10 | HU01 | 1927 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 59' | 1 | 25 | 3 | |
| Huerfano | Bridge over Cucharas River HU302-S0.1-S160 | HU02 | c1920 | | riveted steel Camelback pony truss | 100' | 2 | 10 | 3 | |
| Huerfano | Bridge over Bear Creek HU330-s0.3-S160 | HU03 | c1930 | | riveted steel Pratt pony truss | 71' | 1 | 6 | 3 | |
| Huerfano | Bridge over Cucharas River HU350-S0.7-S160 | HU04 | c1910 | | pinned steel Pratt half-hip pony truss | 59' | 1 | 17 | 3 | |
| Huerfano | Bridge over Middle Creek HU450-3.3-S160 | HU05 | c1930 | | riveted steel Pratt pony truss | 40' | 1 | 3 | 3 | |
| Huerfano | Bridge over Huerfano River HU540-S0.2-S69 | HU06 | c1920 | | riveted steel Camelback pony truss | 98' | 1 | 8 | 3 | |
| Huerfano | Bridge over Huerfano River HU550-S0.0-S69 | HU07 | c1920 | | riveted steel Camelback pony truss | 100' | 1 | 3 | 3 | |
| Huerfano | Badito Bridge HU616-0.2-S69 | HU08 | 1911 | Pueblo Bridge Company Pueblo Co. | segmental reinf. concrete Luten arch | 66' | 1 | 42 | 3 | |
| Huerfano | Butte Valley Bridge | HU09* | 1916 | Pueblo Bridge Company Pueblo Co. | segmental reinf. concrete Luten arch | 75' | 2 | 40 | 3 | |
| Huerfano | Bridge over Cucharas River N-18-I | HU10 | 1937 | Relief forces | riveted steel Camelback pony truss | 100' | 2 | 18 | 3 | |
| Huerfano | Bridge over Turkey Creek N-16-L | HU11 | m1932 | Blanchard Kenney | riveted steel Pratt pony truss | 60' | 1 | 20 | 3 | |
| Huerfano | Bridge over Cucharas River O-16-E | HU12 | c1915 | | segmental reinf. concrete filled spandrel arch | 20' | 1 | 23 | 3 | |
| Jackson | Bridge over Chedsey Creek 057000500.20017 | JA01 | c1925 | | riveted steel Camelback pony truss | 70' | 1 | 6 | 3 | |
| Jackson | Bridge over Illinois River B-11-C | JA02 | 1937 | F.M. Kenney | riveted steel Camelback pony truss | 100' | 1 | 28 | 3 | |
| Jackson | Bridge over Michigan River B-11-A | JA03 | 1937 | Babb and Thorkildsen | riveted steel Camelback pony truss | 100' | 1 | 28 | 3 | |
| Jackson | Bridge over North Platte River A-11-H | JA04 | 1938 | Colorado Bridge and Construction Company Denver Co. | riveted steel Camelback pony truss | 100' | 2 | 36 | 3 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Jefferson | Kipling Street Bridge<br>LKWD-0.1-0.60-01 JE01 | c1925 | | riveted steel Camelback pony truss | 75' | 1 | 6 | |
| Jefferson | Idledale Bridge<br>D-19-30 JE02* | 1909<br>mc1940 | Charles G. Sheely Construction Company Denver Co. | riveted steel Pratt half-hip pony truss | 44' | 1 | 40 | |
| Jefferson | F Avenue Bridge<br>C-19-27 JE03 | c1920 | | riveted steel Warren pony truss w/alt. verticals | 46' | 1 | 9 | |
| Jefferson | Deckers Bridge<br>E-5-1 JE04 | c1925 | | riveted steel Warren pony truss w/ alt. vert. & poly. | 80' | 1 | 14 | |
| Jefferson | South Platte Bridge<br>F-10-8 JE05 | c1930 | | riveted steel Camelback pony truss | 78' | 1 | 6 | |
| Jefferson | Bridge over Upper Bear Creek<br>I-18-22 JE06 | c1930 | | steel deck girder | 40' | 1 | 3 | |
| Jefferson | Bridge over Upper Bear Creek<br>B-18-19 JE07 | c1930 | | reinf. concrete rigid frame | 25' | 1 | 7 | |
| Jefferson | Bridge over D&SL Railroad<br>E-15-C JE08 | 1939 | Pioneer Engineering & Construction Company | steel RR deck girder | 38' | 1 | 21 | |
| Jefferson | Bridge over Sawmill Gulch<br>F-15-Z JE09 | 1935 | Sacra and Watts/ Lowdermilk Brothers | reinf. concrete open spandrel arch | 89' | 1 | 34 | |
| Jefferson | Tunnel No. 2<br>F-15-AX JE10 | 1941 | G.L. Tarlton Construction Company | mountain tunnel | 1068' | 1 | 35 | |
| Jefferson | Tunnel No. 3<br>F-15-AW JE11 | 1941 | G.L. Tarlton Construction Company | mountain tunnel | 769' | 1 | 30 | |
| Kit Carson | Bridge over Spring Creek<br>KITC-OE-3.50-01 KC01 | c1920 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Kit Carson | Bridge over Landsman Creek<br>G-27-D KC02 | 1927 | | reinf. concrete slab-and-girder | 57' | 1 | 20 | |
| Lake | Bridge over Arkansas River<br>H-11-J LA01 | 1936 | Claybaugh & Hallenbeck | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| La Plata | Bridge over Florida River<br>067024013.80046 LP01 | | | | | | | bridge removed |
| La Plata | Bridge over Animas River<br>067021400.00034 LP02 | m1920 | Monarch Engineering Company Denver Co. | riveted steel military bridge & Pratt pony truss | 71' | 2 | 26 | |
| La Plata | Trimble Springs Bridge<br>067025200.20021 LP03 | | | | | | | bridge removed |
| La Plata | Bridge over La Plata River<br>067011902.00028 LP04 | c1930 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| La Plata | Bridge over Cherry Creek<br>067010508.10026 LP05 | c1925 | | riveted steel Pratt pony truss | 61' | 1 | 6 | |
| La Plata | Bridge over Florida River<br>067022300.60019 LP06 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| La Plata | Bridge over Florida River<br>067024500.10011 LP07 | c1930 | | riveted steel Pratt pony truss | 51' | 1 | 3 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| La Plata | Bridge over La Plata River 067012000.30030 LP08 | c1930 | | riveted steel Pratt pony truss | 70' | 1 | 6 | |
| La Plata | Bridge over Animas River 067025000.70024 LP09 | c1930 | | riveted steel Pratt pony truss | 78' | 1 | 6 | |
| La Plata | Bridge over Florida River 067023402.10015 LP10 | c1930 | | riveted steel Pratt pony truss | 65' | 1 | 6 | |
| La Plata | Bridge over Florida River 0670022801.80017 LP11 | c1935 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| La Plata | Hermosa Bridge 067020300.20022 LP12 | c1925 | | riveted steel Pratt pony truss | 52' | 2 | 5 | |
| La Plata | Bridge over Florida River 067051000.30020 LP13 | c1940 | | riveted steel Pratt pony truss | 59' | 1 | 3 | |
| La Plata | Second Avenue Bridge 0350.02 LP14 | c1945 | | steel deck girder | 24' | 1 | 1 | |
| La Plata | Bayfield Bridge P-06-G LP15 | 1932 | J.H. Miller and Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| La Plata | Bayfield Bridge P-06-H LP16 | 1932 | J.H. Miller and Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Larimer | Linden Street Bridge FCLIND-0.1-WLLW LR01* | 1902 1905 | W.H. Roller Fort Collins Co. | pinned steel Pratt through and half-hip pony truss | 118' 35' | 2 | 48 | |
| Larimer | Bryan Avenue Bridge FCOAK-0.0-BRYN LR02 | c1920 | | steel through girder | 25' | 1 | 3 | |
| Larimer | Bridge over Little Thompson River LR4-0.9-21 LR03 | c1920 | | riveted steel Pratt pony truss | 62' | 1 | 6 | |
| Larimer | First Street Bridge LR20-0.6-17 LR04* | 1917 | A.J. Robertson Greeley Co. | rigid/pin skewed Pratt pony truss | 50' | 1 | 41 | |
| Larimer | Bridge over Little Thompson River LR43F-0.2-4F LR05 | c1930 | | riveted steel Warren pony truss w/alt. verticals | 37' | 1 | 9 | |
| Larimer | Bridge over Big Thompson River LR9E-0.4-S402 LR06 | 1927 | T.J. Patterson | riveted steel Camelback pony truss | 78' | 1 | 28 | |
| Larimer | Saint Louis Avenue Bridge LR13C-0.1-S402 LR07 | | | | | | | bridge removed |
| Larimer | Bridge over Larimer County Canal LR13-0.0-54 LR08 | c1930 | | timber/steel Kingpost pony truss | 32' | 1 | 18 | |
| Larimer | Morraine Avenue Bridge EP-MRRNE-THOM LR09 | 1922 | | riveted steel Pratt pony truss | 66' | 1 | 18 | |
| Larimer | Roosevelt Avenue Bridge LR15D-0.8-18 LR10 | 1923 | | riveted steel Pratt pony truss | 69' | 1 | 18 | |
| Larimer | Bridge over Poudre Valley Canal LR15-1.0-60 LR11 | 1925 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 68' | 1 | 30 | |
| Larimer | Bridge over Missouri Canyon Creek LR27-0.1-29 LR12 | c1930 | | steel deck girder | 40' | 1 | 3 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Larimer | Bridge over Handy Ditch LR20-0.2-29 LR13 | c1940 | | steel deck girder | 28' | 1 | 3 | |
| Larimer | Bridge over Exchange Ditch LR13E-0.3-24E LR14 | 1937 | Works Projects Administration | semicircular rubble arch w/stilted haunches | 9' | 2 | 25 | |
| Larimer | Virginia Dale Bridge LR43F-1.0-S287 LR15* | | | | | | | bridge removed |
| Larimer | Bridge over Boxelder Creek LR56-1.0-I25 LR16 | | | | | | | bridge removed |
| Larimer | Bridge over Poudre River LR63E-12.0-44H LR17 | | | | | | | bridge removed |
| Larimer | County Fairgrounds Bridge LR18* | 1915 | G.E. Washburn | riveted steel Pratt through truss | 96' | 1 | 40 | |
| Larimer | Bridge over Big Thompson River C-15-I LR19 | 1937 | M.E. Carlson | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Larimer | Bridge over Big Thompson River C-15-J LR20 | 1937 | M.E. Carlson | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Larimer | Bridge over Big Thompson River C-16-AA LR21 | 1933 | Lawrence Construction Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Larimer | Bridge over Big Thompson River C-16-Z LR22 | 1933 | Lawrence Construction Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Larimer | Bridge over Larimer County Canal B-16-Q LR23 | 1931 | Blanchard Brothers Construction Company | riveted steel Camelback pony truss | 100' | 2 | 30 | |
| Larimer | Bridge over Poudre River B-14-A LR24 | 1924 m1947 | Larimer County road crew | riveted steel Pratt pony truss | 60' | 1 | 16 | |
| Larimer | Bridge over Poudre River B-14-B LR25 | 1928 | Denver Steel and Iron Company Denver Co. | riveted steel Camelback pony truss | 70' | 1 | 32 | |
| Larimer | Bridge over Poudre River B-16-AA LR26 | 1930 | F.C. Dreher Construction Company | riveted steel Camelback pony truss | 100' | 2 | 30 | |
| Larimer | Bridge over Poudre Valley Canal B-16-AS LR27 | 1927 | Denver Steel and Iron Company Denver Co. | riveted steel Camelback pony truss | 80' | 1 | 28 | |
| Larimer | Baldwin Tunnel B-15-E LR28 | 1916 | Convict work crew | mountain tunnel | 95' | 1 | 36 | |
| Las Animas | Linden Avenue Bridge TP-18-A LS01* | 1912 m1955 | Patterson-Burghardt Construction Company Denver Co. | riveted steel Pennsylvania through truss | 219' | 2 | 45 | ■ good early long-span example of type |
| Las Animas | Bridge over Burro Canon Creek LA53.5-27-10-35 LS02 | c1910 | | pinned steel Pratt through truss | 90' | 1 | 7 | |
| Las Animas | Bridge over Reilly Canon Creek LA57.7-29-11-37 LS03 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Las Animas | Bridge over San Francisco Creek LA105.5-50-8-84 LS04 | c1930 | | riveted steel Pratt pony truss | 50' | 1 | 3 | |
| Las Animas | Bridge over San Francisco Creek LA105.5-50-9-83 LS05 | c1930 | | riveted steel Pratt pony truss | 50' | 1 | 3 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Las Animas | Leitensdorfer Arroyo Bridge LA79-40-18-60 LS06* | 1914 | Trinidad Foundry and Machine Company Trinidad Co. | pinned/rigid Avery pony truss | 40' | 1 | 58 | ■ one of only two example of patented truss type |
| Las Animas | Elson Bridge LA36-41-18-62 LS07* | 1905 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt through truss | 150' | 1 | 42 | ■ good early example of common truss type |
| Las Animas | Purgatoire Canon Bridge LA143-70-26-103 LS08* | 1929 | Colorado Interstate Gas Company Denver Co. | pinned steel Pratt through truss | 110' | 2 | 42 | |
| Las Animas | Bridge over Apishapa River LA41.6-22-22-16 LS09* | c1915 | Trinidad Foundry and Machine Company Trinidad Co. | pinned/rigid Avery pony truss | 40' | 1 | 58 | ■ one of only two examples of patented truss type |
| Las Animas | Bridge over Navricio Creek LA43.7-25-26-23 LS10 | c1935 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Las Animas | Bridge over Arroyo Feeder LA75-38-17-52 LS11 | c1920 | | | | | | bridge removed |
| Las Animas | Weston Bridge LA31.9-17-10-6 LS12 | c1915 | | pinned steel Pratt half-hip pony truss | 70' | 1 | 18 | |
| Las Animas | Bridge over Timpas River LA121-61-42-118 LS13 | c1920 | | riveted steel Pratt pony truss | 40' | 1 | 3 | |
| Las Animas | Bridge over Rito Seco Creek LA8.8-54-5-92 LS14 | c1925 | | riveted steel Pratt pony truss | 50' | 1 | 3 | |
| Las Animas | Bridge over Wet Canon Creek LA15.7-17-10-2 LS15 | c1930 | | steel through girder | 50' | 1 | 8 | |
| Las Animas | Bridge over Del Agua Creek LA52-33-26-45 LS16 | c1935 | | steel through girder | 43' | 1 | 3 | |
| Las Animas | Bridge over Reilly Canon Creek LA51-26-15-20 LS17 | c1940 | | steel through girder | 50' | 1 | 8 | |
| Las Animas | Bridge over Trementina Creek LA131-67-10-102 LS18 | 1936 | Works Projects Administration | semicircular rubble arch | 29' | 1 | 28 | |
| Las Animas | Bridge over Model Ditch LA79-40-19-59 LS19* | c1915 | John A. Laughlin Trinidad Co. | reinf. concrete through girder | 40' | 1 | 50 | |
| Las Animas | Commercial Street Bridge TP-18-B LS20* | 1905 | Marsh Bridge Company Des Moines Io. | segmental reinf. concrete Luten arch | 70' | 2 | 61 | ■ earliest example of type; regionally important bridge |
| Las Animas | Bridge over Purgatoire River LA75.1-41-18-61 LS21 | 1912 | Gaudio Bulgaroni Trinidad Co. | segmental reinf. concrete filled spandrel arch | 40' | 1 | 33 | |
| Las Animas | Bridge over Trementina Creek LA6.8-69-2-124 LS22 | 1936 | Works Projects Administration | semicircular rubble arch | 20' | 1 | 26 | |
| Las Animas | Bridge over Road Canon Creek LA40.2-31-23-D LS23* | 1912 | Gaudio Bulgaroni Trinidad Co. | segmental reinf. concrete filled spandrel arch | 46' | 1 | 33 | |
| Las Animas | Bridge over Purgatoire River LA24.6-39-12-49 LS24 | 1911 | Carlo Gandolla Trinidad Co. | semicircular reinf. concrete filled spandrel arch | 25' | 1 | 33 | |
| Las Animas | Bridge over Rito Agua Dulce LA22-54-11-89 LS25 | c1930 | | riveted steel Pratt pony truss | 37' | 1 | 3 | |
| Las Animas | Bridge over Rito Axul Creek LA4.4-59-2-95 LS26 | c1925 | | riveted steel Camelback pony truss | 80' | 1 | 8 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Las Animas | Bridge over Christian Canon Creek LA121-59-45-116 LS27 | c1945 | | welded steel pipe Pratt pony truss | 42' | 1 | 1 | |
| Las Animas | Bridge over Purgatoire River LA18.3-28-9-36 LS28 | c1920 | Midwest Steel and Iron Works (fabricator) | riveted steel Camelback pony truss | 75' | 2 | 32 | |
| Las Animas | Cedar Street Bridge LS29* | 1901 | American Bridge Company Lassig Branch Lassig Il. | pinned steel Pratt through truss w/ through girder app. | 125' | 1 | 51 | |
| Las Animas | Bridge over San Francisco Creek P-20-E LS30 | 1926 m1947 | Domenic Leane (mover) | riveted steel Parker pony truss | 100' | 1 | 37 | |
| Las Animas | Bridge over Trinchera Creek P-20-G LS31 | 1922 m1948 | Domenic Leane (mover) | riveted steel Parker through truss | 150' | 1 | 13 | |
| Las Animas | Bridge over Purgatoire River O-19-H LS32 | 1937 | Southern Colorado Construction Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Las Animas | Bridge over Purgatoire River P-17-H LS33 | 1912 | Gaudio Bulgaroni Trinidad Co. | segmental reinf. concrete filled spandrel arch | 45' | 1 | 33 | |
| Las Animas | Bridge over Burro Canon P-18-L LS34* | 1936 | Works Projects Administration | multiplate rubble arch w/stilted haunches | 17' | 3 | 50 | ■ best example of type in survey |
| Logan | Bridge over Unnamed Ditch LOG52-67.0-150 L001 | c1920 | | steel deck girder | 31' | 1 | 3 | |
| Logan | Bridge over Sterling Canal LOG34-35.1-84 L002 | c1920 | | riveted steel Warren pony truss w/alt. verticals | 50' | 1 | 7 | |
| Mesa | Black Bridge MESA-25.3-3-B.9 ME01* | 1891 | Kansas City Bridge and Iron Company Kansas City Mo. | pinned steel Pratt through truss | 217' | 1 | 57 | ■ excellent long-span early example of type |
| Mesa | Bridge over Hunter Wash MESA-J-20.8 ME02 | c1940 | | riveted steel Pratt through truss | 125' | 1 | 14 | |
| Mesa | Bridge over Roan Creek MESA-44-V.6 ME03 | c1930 | | riveted steel Pratt pony truss | 80' | 1 | 8 | |
| Mesa | Cameo Bridge MESA-I.9-39.4 ME04 | c1940 | | riveted steel Camelback and Pratt pony trusses | 100' | 4 | 12 | |
| Mesa | Bridge over Govt. Highline Canal MESA-H-27.01 ME05 | 1926 | | steel deck girder | 47' | 1 | 3 | |
| Mesa | Bridge over Plateau Creek MESA-60.5-P.8 ME06 | c1945 | | steel deck girder | 40' | 1 | 1 | |
| Mesa | Bridge over Colorado River G-04-A ME07 | 1945 | A.S. Horner | riveted steel Parker through truss | 200' | 2 | 33 | |
| Mesa | Bridge over D&RGW Railroad H-02-N ME08 | 1939 | Gerard Knutson | riveted steel Pennsylvania through truss | 150' | 1 | 32 | |
| Mesa | Fifth Street Bridge H-02-H ME09* | 1933 | Wisconsin Bridge and Iron Company | riveted steel Parker through truss | 185' | 4 | 50 | ■ important early highway truss |
| Mesa | Fruita Bridge ME10* | 1907 | M.J. Patterson Bridge Company Denver Co. | pinned steel Parker through truss | 155' | 3 | 71 | ■ older of two examples of type; early State Bridge |
| Mineral | Sevenmile Bridge M-09-D MI01 | 1935 | | riveted steel cantilevered Pratt deck truss | 110' | 3 | 34 | ■ determined eligible for NRHP in 1981 |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Mineral | Bridge over Rio Grande River MIN430-0.1-1 MI02 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Mineral | Bridge over Rio Grande River MIN806-0.8-04 MI03 | | | | | | | bridge removed |
| Mineral | Bridge over Rio Grande River MIN430A-0.4-2 MI04 | c1930 | | riveted steel Pratt pony truss | 76' | 2 | 8 | |
| Mineral | Bridge over Pass Creek N-09-C MI05 | 1935 | | segmental reinf. concrete filled spandrel arch | 60' | 1 | 24 | |
| Moffat | Juniper Springs Bridge MOF53-08.35 MF01* | 1906 m1932 | Charles G. Sheely Construction Company Denver Co. | pinned steel Pratt through truss | 128' | 2 | 46 | |
| Moffat | Two Bar Bridge MOF10-26.09 MF02 | c1910 m1961 | | pinned steel Pratt through truss | 124' | 1 | 10 | |
| Moffat | Roubideaux Bridge MOF129-00.13 MF03 | 1920 | Monarch Engineering Company Denver Co. | riveted steel Camelback pony truss | 80' | 1 | 30 | |
| Moffat | Slater Bridge MOF1-00.39 MF04 | 1920 | Monarch Engineering Company Denver Co. | riveted steel Camelback pony truss | 80' | 1 | 30 | |
| Moffat | Lily Park Bridge MOF25-00.3 MF05 | c1910 m1959 | | pinned steel Pratt through truss | 112' | 2 | 13 | |
| Moffat | Dowden Bridge MOF18S-01.00 MF06 | 1914 | A.L. Greenburg Iron Company (fabricator) Terra Haute In. | riveted steel Pratt half-hip pony truss | 66' | 1 | 36 | |
| Moffat | Bridge over Little Snake River MOF4N-00.84 MF07 | c1925 | | riveted steel Pratt through truss | 125' | 1 | 10 | |
| Moffat | Maybell Bridge MOF19-01.19 MF08 | c1935 m1971 | purchased from Wyoming State Highway Department | riveted steel Warren pony truss w/vert. and poly. | 100' | 2 | 21 | |
| Moffat | Bridge over Slater Creek MOF1-01.42 MF09 | c1935 | | steel through girder | 30' | 1 | 3 | |
| Moffat | Bridge over South Williams Fork MOF65-00.78 MF10 | c1930 | | steel deck girder | 47' | 1 | 3 | |
| Moffat | First Street Bridge MOF1STST-00.25 MF11 | c1940 | | steel through girder | 77' | 1 | 8 | |
| Moffat | Bridge over Williams Fork MOF37-00.31 MF12 | c1940 | | steel through girder | 79' | 1 | 8 | |
| Moffat | Bridge over Fortification Creek MOFSTCKDR-00.11 MF13 | c1940 | | steel deck girder | 66' | 1 | 8 | |
| Moffat | Bridge over Slater Creek MOF1-01.11 MF14 | c1940 | | steel deck girder | 30' | 1 | 3 | |
| Moffat | Bridge over Williams Fork MOF47-00.13 MF15 | c1940 | | steel through girder | 41' | 1 | 3 | |
| Moffat | Government Bridge MOF17-13.35 MF16* | 1912 | M.F. Levy Construction Company Denver Co. | pinned steel Pratt through truss | 100' | 2 | 38 | |
| Moffat | Bridge over Yampa River B-04-A MF17 | 1932 | J. Fred Roberts & Sons Denver Co. | riveted steel Parker through truss | 125' | 2 | 33 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Moffat | Bridge over Yampa River B-06-C MF18 | 1926 | Northwestern Construction Company | riveted steel Pratt through truss | 125' | 2 | 34 | |
| Montezuma | Fourth Street Bridge 0335.01 MN01 | 1916 | Missouri Valley Bridge and Iron Company Leavenworth Ks. | pinned steel Pratt through and rigid Warren pony truss | 100' 69' | 2 | 36 | |
| Montezuma | Bridge over Mancos River 083003901.90005 MN02 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Montezuma | Bridge over McElmo Creek 083000G11.90014 MN03 | 1929 | Denver Steel and Iron Company Denver Co. | riveted steel Camelback pony truss | 100' | 1 | 30 | |
| Montezuma | Spruce Street Bridge 083004100.20003 MN04 | c1930 | | riveted steel Pratt pony truss | 50' | 1 | 3 | |
| Montezuma | Bridge over McElmo Creek 083000J00.10012 MN05 | c1920 | | riveted steel Pratt through truss | 100' | 1 | 7 | |
| Montezuma | Grand Avenue Bridge 0-03-J MN06 | 1936 | Wood/Morgan/Burnett | riveted steel Camelback pony truss | 80' | 1 | 28 | |
| Montrose | Bridge over Uncompahgre River 085003001.40054 M001 | c1925 | | riveted steel Pratt pony truss | 70' | 1 | 6 | |
| Montrose | Bridge over San Miguel River 085014000.40012 M002 | c1925 | | riveted steel Pratt pony truss | 63' | 1 | 6 | |
| Montrose | Bridge over South Canal 085006805.80019 M003 | c1925 | | riveted steel Pratt pony truss | 70' | 1 | 6 | |
| Montrose | Bridge over Cimarron River 085006901.80029 M004 | 1917 | | riveted steel Pratt pony truss | 62' | 1 | 22 | |
| Montrose | Bridge over San Miguel River 085004A00.50013 M005 | 1929 | Denver Steel and Iron Company Denver Co. | riveted steel Camelback pony truss | 80' | 1 | 30 | |
| Montrose | Bridge over Uncompahgre River 085041B00.30023 M006 | c1930 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Montrose | Bridge over San Miguel River 085090A07.00014 M007 | c1910 | | pinned steel Pratt pony truss | 74' | 1 | 12 | |
| Montrose | Bridge over Uncompahgre River 085006700.40020 M008 | c1930 | | riveted steel Pratt pony truss | 70' | 1 | 6 | |
| Montrose | Bridge over Paradox Creek 085010700.70001 M009 | c1930 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Montrose | Bridge over San Miguel River 085007900.00004 M010 | c1930 | | riveted steel Pratt pony truss | 68' | 1 | 6 | |
| Montrose | Bridge over South Canal 085006700.90017 M011 | c1930 | | riveted steel Pratt pony truss | 70' | 1 | 6 | |
| Montrose | Bridge over San Miguel River 085011000.00002 M012 | c1920 | | riveted steel Pratt through truss | 143' | 1 | 17 | |
| Montrose | Bridge over M&D Canal 085000703.10021 M013 | c1920 | | steel through girder | 37' | 1 | 3 | |
| Montrose | Bridge over M&D Canal 085041A01.60024 M014 | c1930 | | steel deck girder | 32' | 1 | 3 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Montrose | Bridge over Loutenheizer Wash J-05-J MO15 | 1935 | Babb and Thorkildsen | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Montrose | Bridge over Uncompahgre River K-05-M MO16 | 1936 | Ed Selander | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Montrose | Bridge over Dolores River K-01-C MO17 | 1952 | Gardner Construction Company | riveted steel Pennsylvania through truss | 125' | 1 | 23 | |
| Morgan | Prewitt Bridge MGBB-0.0-36 MR01* | 1912 | Patterson-Burghardt Construction Company Denver Co. | riveted steel Pratt pony truss | 48' | 1 | 31 | |
| Morgan | Prewitt Bridge MG36-0.7-AA MR02* | 1912 | Patterson-Burghardt Construction Company Denver Co. | riveted steel Pratt pony truss | 57' | 1 | 33 | |
| Morgan | Rainbow Arch Bridge C-21-C MR03* | 1922 | Colorado Bridge and Construction Company Denver Co. | reinf. concrete fixed Marsh arch | 90' | 11 | 82 | ■ only example in survey; perhaps longest in world |
| Otero | Pringle Street Bridge LJ-PRINGLE ST OT01 | c1920 | | riveted steel Camelback pony truss | 80' | 1 | 8 | |
| Otero | Fifth Street Bridge LJ3-FIFTH ST. OT02 | 1915 | Pueblo Bridge Company Pueblo Co. | segmental reinf. concrete Luten arch | 54' | 2 | 32 | |
| Otero | Smith Hollow Bridge OT-10-9-31.5-26 OT03* | 1907 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt through truss | 100' | 1 | 35 | |
| Otero | Bridge over Timpas Creek OT-23-22-24-125 OT04* | 1907 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt pony truss | 85' | 1 | 42 | |
| Otero | Swink Bridge OT245-24-26-138 OT05* | 1921 | Pueblo Bridge Company Pueblo Co. | pinned steel Camelback through truss | 148' | 2 | 60 | ■ determined eligible for NRHP in 1983 |
| Otero | Bridge over Crooked Arroyo OT-21-20-16-111 OT06 | 1924 | Pueblo Bridge Company Pueblo Co. | riveted steel Camelback pony truss | 80' | 1 | 32 | |
| Otero | Apishapa Bridge OTHH.5-4-30-018 OT07* | 1911 | Pueblo Bridge Company Pueblo Co. | semicircular reinf. concrete filled spandrel arch | 57' | 2 | 44 | |
| Otero | Timpas Bridge OT-N-15.5-12-59 OT08* | 1923 | Pueblo Bridge Company Pueblo Co. | riveted steel Pratt through truss | 120' | 1 | 31 | |
| Otero | Bridge over Fort Lyon Storage Canal OT-25-24-30-142 OT09 | c1920 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Otero | Bridge over Fort Lyon Canal OT-33-32-27-198 OT10* | 1917 | Pueblo Bridge Company Pueblo Co. | riveted steel Camelback pony truss | 75' | 1 | 39 | |
| Otero | Bridge over Nine Mile Canal OT-804-34-7-209 OT11 | c1925 | | riveted steel Camelback pony truss | 80' | 1 | 8 | |
| Otero | Bridge over Fort Lyon Storage Canal OT-36-35-39-218 OT12 | c1925 | | riveted steel Camelback pony truss | 75' | 1 | 6 | |
| Otero | Bridge over Apishapa River L-21-B OT13 | 1925 | Lee F. Williams | riveted steel Parker through truss | 150' | 1 | 32 | |
| Otero | Bridge over Apishapa River M-20-C OT14 | 1937 | Midwest Steel and Iron Works (fabricator) | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Otero | Bridge over Timpas Creek M-22-G OT15 | 1938 | Denver Steel and Iron Company Denver Co. | riveted steel Camelback pony truss | 100' | 1 | 32 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Otero | AT&SF Railroad Bridge L-22-H OT16 | 1928 | Brown Construction Company | steel railroad through girder | 40' | 1 | 21 | |
| Otero | Bridge over Catlin Canal L-22-AP OT17 | 1936 | Denver Steel and Iron Company (fabricator) | steel deck girder | 40' | 1 | 19 | |
| Otero | Bridge over Fort Lyon Canal L-22-K OT18 | 1934 | M.E. Carlson | steel through girder | 70' | 1 | 26 | |
| Ouray | Dexter Creek Bridge OUR14A-0.0-05 OU01* | 1899 | Missouri Valley Bridge and Iron Works Leavenworth Ks. | pinned steel Pratt pony truss | 50' | 1 | 41 | |
| Ouray | Bachelor Switch Bridge OUR24-0.1-7 OU02* | 1900 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt pony truss | 70' | 1 | 40 | ■ good early example of common truss type |
| Ouray | Red Mountain Bridge OUR31-0.1-08 OU03 | c1900 | | pinned steel Pratt pony truss | 60' | 1 | 15 | |
| Ouray | Bridge over Uncompahgre River OUR3A-0.7-02 OU04 | c1920 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Ouray | County Line Bridge OUR906-0.2-10 OU05 | | | | | | | bridge removed |
| Ouray | Bridge over Cow Creek OUR8-4.4-03 OU06 | c1930 | | steel deck girder | 45' | 1 | 7 | |
| Ouray | Bridge over Uncompahgre River K-05-E OU07 | 1937 | H.I. Gardner | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| Ouray | Bridge over Canon Creek M-06-AB OU08 | 1935 | | steel deck girder | 30' | 1 | 5 | |
| Ouray | Bridge over Uncompahgre River L-06-L OU09 | 1936 | | steel deck girder | 49' | 1 | 5 | |
| Ouray | Million Dollar Highway Tunnel L-06-P OU10 | 1921 | | mountain tunnel | 200' | 1 | 36 | |
| Park | Bellford Mountain Heights Bridge PABHI-0.1-S285 PA01 | c1905 | | steel deck girder | 31' | 1 | 9 | |
| Park | Glenisle Bridge PAGL4-S0.0-S285 PA02 | 1902 | M.J. Patterson Bridge Company Denver Co. | steel deck girder | 31' | 1 | 35 | |
| Pitkin | Gerbaz Bridge PIT-021-00.2 PI01 | c1925 | | riveted steel Pratt pony truss | 60' | 2 | 10 | |
| Pitkin | Smith Bridge PIT-020-00.3 PI02 | 1917 | Missouri Valley Bridge and Iron Company Leavenworth Ks. | riveted steel Pratt pony truss | 64' | 1 | 32 | |
| Pitkin | Roaring Fork Bridge PIT-017-00.1 PI03 | 1937 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 66' | 1 | 30 | |
| Pitkin | Bridge over Snowmass Creek PIT-009-01.2 PI04 | c1920 | | steel through girder | 60' | 1 | 8 | |
| Pitkin | Midnight Mine Bridge PIT-15A-00.2 PI05 | c1920 | | steel through girder | 50' | 1 | 8 | |
| Pitkin | Bridge over Roaring Fork River G-08-I PI06 | 1938 | Henry Shore | riveted steel Pennsylvania through truss | 125' | 1 | 31 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Pitkin | Maroon Creek Bridge<br>H-09-E PI07* | 1888 | Colorado Midland RR Track Crew | multiple-span steel railroad trestle | 651' tot. | 20 | 72 | ■ oldest and longest railroad trestle in survey |
| Pitkin | Sheely Bridge<br>PI08* | 1911 | Charles G. Sheely Construction Company Denver Co. | riveted steel Pratt through truss | 85' | 1 | 37 | ■ oldest riveted Pratt through truss in survey |
| Prowers | Bridge over North Butte Creek<br>PR21-20-6.1-77 PR01 | 1922 | Denver Steel and Iron Company Denver Co. | riveted steel Pratt pony truss | 60' | 1 | 28 | |
| Prowers | Bridge over Buffalo Canal<br>PRJJ-26.5-31-57 PR02 | c1925 | | riveted steel Pratt pony truss | 55' | 1 | 3 | |
| Prowers | Bridge over Amity Canal<br>PR13-12-33.9-39 PR03 | c1925 | | riveted steel Pratt pony truss | 55' | 1 | 3 | |
| Prowers | Bridge over Amity Canal<br>PR6-5.0-32.5-12 PR04 | c1925 | | riveted steel Pratt pony truss | 55' | 1 | 3 | |
| Prowers | Bridge over Amity Canal<br>PR85-75-32.9-27 PR05* | c1875 | Atchison Topeka and Santa Fe Railroad | pinned iron skewed Warren pony truss | 48' | 1 | 42 | |
| Prowers | Bridge over Amity Canal<br>PRPP-22.6-36-51 PR06 | c1940 | | reinf. concrete rigid frame | 12' | 2 | 9 | |
| Prowers | Bridge over North Butte Creek<br>PR16-15-7.8-78 PR07 | 1936 | Works Projects Administration | semicircular rubble arch | 12' | 2 | 23 | |
| Prowers | Bridge over Two Butte Creek<br>PR20-20-6.1-86 PR08 | 1936 | Works Projects Administration | semicircular rubble arch w/stilted haunches | 12' | 3 | 24 | |
| Prowers | Douglas Crossing Bridge<br>PR28-27-10.4-88 PR09* | 1936 | Works Projects Administration | semicircular rubble arch w/stilted haunches | 14' | 6 | 50 | ■ best example of WPA masonry bridge in survey |
| Prowers | Bridge over Cat Creek<br>PR3-2-12.2-74 PR10 | 1936 | Works Projects Administration | semicircular rubble arch w/stilted haunches | 12' | 2 | 24 | |
| Pueblo | Nepesta Bridge<br>PUCO 0.98-601F PU01* | 1905 | Pueblo Bridge Company Pueblo Co. | pinned steel Pratt through truss | 106' | 2 | 49 | ■ excellent early example of type |
| Pueblo | Union Avenue Bridge<br>PUEUNIN-0.0-COR PU02 | 1927 | | riveted steel Warren deck truss w/ alt. verticals | 124' | 2 | 34 | |
| Pueblo | Main Street Viaduct<br>PUEMAIN-0.1-COR PU03 | 1928 | Pueblo Bridge Company Pueblo Co. | riveted steel Parker and Pratt ponies w/girders | 156'<br>120' tr. | 3 | 36 | |
| Pueblo | Bridge over Bighorn Creek<br>PUCO 0.16-305A PU04 | c1925 | | riveted steel Pratt pony truss | 80' | 1 | 8 | |
| Pueblo | Nyberg Bridge<br>PUCO 0.24-404A PU05* | 1922 | Karl Burghardt | riveted steel Parker through truss | 180' | 1 | 41 | |
| Pueblo | Bridge over Greenhorn Creek<br>PUCO 0.07-216A PU06 | c1930 | | riveted steel Pratt deck truss | 70' | 1 | 9 | |
| Pueblo | Bridge over St. Charles River<br>PUCO 15.50-211C PU07 | c1930 | | riveted steel Warren pony truss | 63' | 1 | 12 | |
| Pueblo | Nicholson Bridge<br>PUCO 1.17-407A PU08* | 1923 | Pueblo Bridge Company Pueblo Co. | segmental reinf. concrete Luten arch | 89' | 3 | 45 | |
| Pueblo | Avondale Bridge<br>PUCO 0.42-409B PU09* | 1913 | Pueblo Bridge Company Pueblo Co. | segmental reinf. concrete Luten arch | 89' | 3 | 49 | ■ excellent example of type |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Pueblo | Beulah Bridge<br>PUCO 0.01-208G PU10 | 1916 | Pueblo Bridge Company<br>Pueblo Co. | segmental reinf. concrete Luten arch | 25' | 1 | 37 | |
| Pueblo | Beulah Bridge<br>PUCO 0.04-208D PU11 | 1916 | Pueblo Bridge Company<br>Pueblo Co. | segmental reinf. concrete Luten arch | 24' | 1 | 37 | |
| Pueblo | Bridge over South Creek<br>PUCO 0.12-208E PU12 | c1920 | | segmental rubble arch | 25' | 1 | 8 | |
| Pueblo | Beulah Bridge<br>PUCO 0.38-208B PU13 | 1916 | Pueblo Bridge Company<br>Pueblo Co. | segmental reinf. concrete Luten arch | 27' | 1 | 37 | |
| Pueblo | St. Charles Bridge<br>PUCO 0.16-407B PU14* | 1924 | Salle Construction Company<br>Pueblo Co. | segmental reinf. concrete Luten arch | 91' | 3 | 50 | ■ excellent example of type; latest example of type |
| Pueblo | Bridge over St. Charles River<br>L-19-C PU15 | 1942 | Frank M. Kenney | riveted steel Parker through truss | 150' | 1 | 26 | |
| Pueblo | Bridge over Arkansas River<br>K-18-R PU16 | 1924 | Pueblo Bridge Company<br>Pueblo Co. | riveted steel Pennsylvania through truss | 280' | 1 | 38 | |
| Pueblo | Bridge over Bob Creek Ditch<br>L-19-G PU17 | 1929 | Kansas City Steel Company<br>Kansas City Mo. | steel deck girder | 43' | 1 | 13 | |
| Pueblo | Bridge over Brantzell Arroyo<br>L-18-BX PU18 | 1930 | | segmental reinf. concrete filled spandrel arch | 25' | 1 | 25 | |
| Pueblo | Huerfano Bridge<br>L-19-B PU19* | 1921 | Pueblo Bridge Company<br>Pueblo Co. | segmental reinf. concrete Luten arch | 80' | 5 | 56 | ■ excellent example of type; regionally important crossing |
| Pueblo | Bridge over Rocky Ford Highline Canal<br>L-20-B PU20 | 1932 | Phelps Brothers | segmental reinf. concrete filled spandrel arch | 65' | 1 | 32 | |
| Rio Blanco | Tenth Street Bridge<br>MKR-TENTH ST RB01 | c1920<br>m1931 | | riveted steel Pennsylvania through truss | 125' | 1 | 9 | |
| Rio Blanco | Bridge over South Fork of White River<br>RIOB-017-42.27 RB02 | c1930 | | riveted steel Pratt pony truss | 65' | 1 | 6 | |
| Rio Blanco | Hay's Ranch Bridge<br>RIOB-127-00.40 RB03* | 1900 | M.J. Patterson Bridge Company<br>Denver Co. | pinned steel Pratt pony truss w/bowed top chord | 92' | 1 | 71 | ■ unique Pratt sub-type; important early State Bridge |
| Rio Blanco | Bridge over South Fork of White River<br>RIOB-010-07.27 RB04 | c1930 | | riveted steel Warren pony truss w/ alt. verticals | 60' | 1 | 10 | |
| Rio Blanco | Bridge over North Fork of White River<br>RIOB-017-43.49 RB05 | c1930 | | riveted steel Pratt pony truss | 48' | 1 | 3 | |
| Rio Blanco | Bridge over White River<br>RIOB-010-00.08 RB06 | c1930 | | riveted steel Camelback pony truss | 80' | 1 | 8 | |
| Rio Blanco | Bridge over North Fork of White River<br>RIOB-012-00.08 RB07 | c1930 | | riveted steel Camelback pony truss | 80' | 1 | 8 | |
| Rio Blanco | Bridge over North Fork of White River<br>RIOB-014-00.23 RB08 | c1930 | | riveted steel Pratt pony truss | 82' | 1 | 8 | |
| Rio Blanco | Bridge over White River<br>RIOB-004-06.76 RB09 | c1935 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Rio Blanco | Bridge over White River<br>RIOB-073-00.23 RB10 | c1940 | | riveted steel Pratt pony truss | 115' | 1 | 8 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Rio Blanco | Bridge over White River RIOB-023-00.00 RB11 | c1940 | | riveted steel Camelback pony truss | 125' | 1 | 8 | |
| Rio Blanco | Bridge over White River RIOB-054-00.06 RB12 | c1940 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Rio Blanco | Bridge over White River RIOB-065-00.09 RB13 | c1930 | | timber/steel Howe pony truss | 37' | 1 | 24 | |
| Rio Blanco | Bridge over North Fork of White River RIOB-12A-01.80 RB14 | c1940 | | riveted steel Pratt half-hip pony truss | 70' | 1 | 12 | |
| Rio Blanco | Bridge over White River RB15 | 1926 | Monarch Engineering Company Denver Co. | riveted steel Pratt pony truss | 90' | 1 | 24 | |
| Rio Blanco | Bridge over White River D-05-I RB16 | 1936 | Henry Shore | riveted steel Camelback pony truss | 100' | 2 | 30 | |
| Rio Grande | Bridge over Rio Grande Canal RGD023-00.70 RG01 | c1925 | | riveted steel Pratt pony truss | 60' | 1 | 6 | |
| Rio Grande | Bridge over Rio Grande River RGD018-00.30 RG02 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Rio Grande | Masonic Park Bridge RGDMP-00.10 RG03* | 1909 m1933 | Pueblo Bridge Company Pueblo Co. | pinned steel skewed Pratt through truss | 113' | 1 | 33 | ■ only skewed pinned through truss in survey |
| Rio Grande | State Bridge RGD017-00.90 RG04* | 1907 | Denver Bridge Company Denver Co. | pinned Pratt through and rigid Pratt pony truss | 125' 45' | 2 | 46 | ■ rare combination of spans; important early State Bridge |
| Rio Grande | Gerrard Bridge RGD019-00.00 RG05 | | | | | | | bridge removed |
| Rio Grande | Bridge over Rio Grande River N-10-H RG06 | 1936 | F.M. Kenney | riveted steel Camelback pony truss | 100' | 2 | 30 | |
| Rio Grande | Wheeler Bridge RG07* | 1924 | | rigid timber/ steel Howe pony truss | 55' | 2 | 42 | ■ best example of timber pony truss in survey |
| Rio Grande | Seven Mile Plaza Bridge RG08 | 1911 | Pueblo Bridge Company Pueblo Co. | segmental reinf. concrete Luten arch | 100' | 1 | 42 | |
| Rio Grande | Off Bridge RG09 | 1928 | | rigid timber Warren pony truss w/ polyg. chord | 50' | 2 | 36 | |
| Rio Grande | Sutherland Bridge RG10* | 1924 | | rigid timber Warren pony truss w/ polyg. chord | 50' | 2 | 36 | ■ |
| Routt | Fifth Street Bridge 1250.07 R001 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Routt | Thirteenth Street Bridge 1250.08 R002 | c1930 | | riveted steel Camelback pony truss | 100' | 1 | 8 | |
| Routt | Four Mile Bridge 107004200.90045 R003 | 1900 | Wrought Iron Bridge Company Canton Oh. | pinned steel Pratt through truss | 119' | 1 | 43 | ■ excellent early example of type by important builder |
| Routt | Carver Bridge 107004403.80037 R004 | c1920 | | riveted steel Camelback pony truss | 88' | 1 | 12 | |
| Routt | Gilroy Bridge 107001400.30004 R005 | c1920 | | riveted steel Warren pony truss w/alt. vert. & pol. | 72' | 1 | 20 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| Routt | Bartholomew Bridge<br>107002200.40001 R006 | c1920 | | riveted steel Warren pony truss w/alt. vert. & pol. | 100' | 1 | 22 | |
| Routt | Bridge over Elkhead Creek<br>107007605.40049 R007 | c1930 | | riveted steel Warren pony truss w/ alt. verticals | 50' | 1 | 6 | |
| Routt | Bridge over Mad Creek<br>107012905.40012 R008 | | | | | | | bridge removed |
| Routt | Tellier's Bridge<br>107033A00.30006 R009 | c1930 | | riveted steel Camelback pony truss | 90' | 1 | 8 | |
| Routt | Stockridge Bridge<br>107033C00.10040 R010 | c1940<br>mc1965 | | riveted steel Warren deck truss | 100' | 1 | 25 | |
| Routt | Bridge over Elk River<br>107006200.40013 R011 | | | | | | | bridge removed |
| Routt | Bridge over Elk River<br>107005401.30015 R012 | c1930 | | steel deck girder | 51' | 1 | 8 | |
| Routt | Bridge over Trout Creek<br>107017901.30007 R013 | c1930 | | steel through girder | 56' | 1 | 8 | |
| Routt | Bridge over Yampa River<br>107018A00.30048 R014 | c1935 | | steel through girder | 41' | 1 | 3 | |
| Routt | Bridge over Elk River<br>107005800.40017 R015 | c1945 | | riveted steel Camelback pony truss | 74' | 1 | 4 | |
| Routt | Bridge over Yampa River<br>C-08-A R016 | 1933 | Gordon and Horner | riveted steel Camelback pony truss | 100' | 3 | 31 | |
| Routt | Bridge over Walton Creek<br>C-09-H R017 | 1931 | H.C. Lallier Construction Company | riveted steel Camelback pony truss | 100' | 1 | 28 | |
| San Juan | Bridge over Animas River<br>SJN02-01.9 SJ01 | c1920 | | riveted steel Pratt pony truss | 66' | 1 | 6 | |
| San Miguel | Bridge over Disappointment Creek<br>SMG16R-1.8-11 SM01 | c1920 | | riveted steel Pratt pony truss | 56' | 1 | 3 | |
| San Miguel | Bridge over San Miguel River<br>SMG60M-0.1-23 SM02 | c1930 | | riveted steel Pratt pony truss | 44' | 1 | 3 | |
| San Miguel | Bridge over San Miguel River<br>SMGM44-15.4-6 SM03 | c1935 | | riveted steel Warren pony truss | 74' | 1 | 16 | |
| San Miguel | Bridge over Goodenough Gulch<br>L-04-U SM04 | 1939 | A.S. Horner | reinf. concrete rigid frame | 40' | 1 | 25 | |
| Sedgwick | Bridge over Settlers Ditch<br>SED7-26.1-5A SE01 | c1925 | | steel deck girder | 30' | 1 | 3 | |
| Sedgwick | Bridge over Highline Canal<br>SED5-26.6-05 SE02 | c1925 | | steel through girder | 30' | 1 | 3 | |
| Sedgwick | Bridge over Unnamed Ditch<br>SED22.9-5.0-198 SE03 | 1922 | | reinf. concrete rigid frame | 27' | 1 | 21 | |
| Sedgwick | Bridge over Union Pacific RR<br>A-27-O SE04 | 1934 | J.H. and N.H. Monaghan and Krantz Construction Company | steel deck girder | 50' | 1 | 16 | |

| COUNTY | BRIDGE NAME | DATE | CONTRACTOR | BRIDGE TYPE | LENGTH | SPANS | RATG. | CAT. | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| Summit | Slate Creek Bridge<br>117145000.40005 SU01* | 1924 | Rogers and Pickard | riveted steel Parker pony truss | 100' | 1 | 53 | 2 | excellent example of uncommon truss type |
| Summit | Bridge over Blue River<br>117190000.40001 SU02 | c1930 | | modified steel Warren pony truss w/verticals | 40' | 1 | 3 | 3 | |
| Teller | Midland Terminal Railroad Tunnel<br>I-16-M TE01 | 1895 | | mountain tunnel | 442' | 1 | 56 | 2 | excellent early mountain railroad tunnel |
| Washington | Prewitt Bridge<br>WTN57-57.40 WA01* | 1912 | Patterson-Burghardt Construction Company Denver Co. | riveted steel Pratt pony truss | 63' | 1 | 34 | 3 | |
| Washington | Prewitt Bridge<br>WTNP-57.40 WA02* | 1912 | Patterson-Burghardt Construction Company Denver Co. | riveted steel skewed Pratt pony truss | 50' | 1 | 31 | 3 | |
| Washington | Bridge over Plumbush Creek<br>F-22-F WA03 | 1938 | Peter Kiewett Sons Company | segmental reinf. concrete filled spandrel arch | 58' | 1 | 26 | 3 | |
| Washington | Bridge over West Plum Creek<br>F-22-B WA04 | 1938 | Peter Kiewett Sons Company | segmental reinf. concrete filled spandrel arch | 58' | 1 | 26 | 3 | |
| Weld | Bridge over Little Thompson Riv.<br>WEL003.0-042.0A WE01 | c1935 | | riveted steel Pratt pony truss | 80' | 1 | 8 | 3 | |
| Weld | Fifth Street Bridge<br>GREELEY-0000011 WE02 | 1907 | Charles G. Sheely Construction Company Denver Co. | reinf. concrete slab-and-girder | 48' | 3 | 40 | 3 | |
| Weld | Bridge over Larimer and Weld Canal<br>WEL078.0-013.0A WE03 | c1940 | | riveted steel Warren pony truss w/alt. verticals | 63' | 1 | 10 | 3 | |
| Weld | Bridge over Little Thompson Riv.<br>WEL007.0-042.0A WE04 | c1940 | | riveted steel Pratt pony truss | 80' | 1 | 8 | 3 | |
| Weld | Bridge over Little Thompson Riv.<br>WEL015.0-044.0B WE05 | c1945 | | riveted steel Warren pony truss w/verticals | 68' | 1 | 12 | 3 | |
| Weld | Bridge over Little Thompson Riv.<br>C-17-BN WE06 | 1938 | Gardner Brothers Construction Company | riveted steel Camelback pony truss | 100' | 1 | 28 | 3 | |
| Weld | Bridge over Lone Tree Creek<br>B-18-H WE07 | 1941 | Ed H. Honnen | reinf. concrete rigid frame | 20' | 1 | 21 | 3 | |
| Weld | Bridge over Greeley Canal No. 3<br>C-18-B WE08 | 1916 | | reinf. concrete rigid frame | 14' | 1 | 25 | 3 | |

Bridges Previously Listed in National Register

Miner Street Bridge CC01 (Within Idaho Springs Downtown Commercial District)
F Street Bridge CA07 (Within Salida Downtown Historic District)
Manitou Springs Bridges--Park Avenue and Canon Avenue Bridges over Fountain Creek (Within Manitou Springs Historic District--Manitou Springs Multiple Resource EP07 and EP08
Commercial Street Bridge LS20 (Within Corazon de Trinidad District)
Royal Gorge Bridge FR58 (Listed as Royal Gorge Bridge & Incline Railway)

# 8. Significance

| Period | Areas of Significance—Check and justify below | | | | |
|---|---|---|---|---|---|
| ___ prehistoric | ___ archeology-prehistoric | ___ community planning | ___ landscape architecture | ___ religion | |
| ___ 1400–1499 | ___ archeology-historic | ___ conservation | ___ law | ___ science | |
| ___ 1500–1599 | ___ agriculture | ___ economics | ___ literature | ___ sculpture | |
| ___ 1600–1699 | ___ architecture | ___ education | ___ military | ___ social/ humanitarian | |
| ___ 1700–1799 | ___ art | XX engineering | ___ music | ___ theater | |
| XX 1800–1899 | ___ commerce | ___ exploration/settlement | ___ philosophy | XX transportation | |
| XX 1900– | ___ communications | ___ industry | ___ politics/government | ___ other (specify) | |
| | | ___ invention | | | |

1880 - 1940

**Specific dates** see HAER cards **Builder/Architect** see HAER cards

**Statement of Significance (in one paragraph)**

Simply stated, the sixty-two bridges in this thematic nomination are the best of their types still in use on the state, county and municipal road systems in Colorado. Selected from a state-wide survey of several types of functional vehicular bridges using the criteria and methodology described in Item 7, most represent superlatives of their generic engineering types while typifying bridge building and transportation trends in the state. The bridges were all erected between 1880 and 1940 and display a colorful variety of construction and operational histories. Generally the city and county built bridges were contracted through competitive bidding among several Colorado and Midwestern bridge erectors and built from standarized designs using prefabricated components. The later highway department bridges were typically designed from standard plans maintained by the department and built by in-state contractors from components fabricated by the same Midwestern foundries. Several of the spans included in this nomination, however, deviate from this norm in significant ways. Although the cyclical maintenance of their sub- and superstructures has varied from county to county, most of the bridges included here have retained a high level of structural and material integrity. And although some of the steel trusses have undergone subsequent moves from their original positions, this is the result of their portable nature, and all display integrity of setting, feeling and association. As the most significant remaining structures from what was at one time an extensive collection of late 19th and early 20th century spans, these bridges as a group relate the history of vehicular bridge building in Colorado as well as general transportation and development themes. As such they deserve enrollment on the Register.

Addendum

The discovery of gold in Colorado by the Russell brothers at the mouth of Dry Creek in 1858 sparked a wildly explosive pattern of exploration, speculation and settlement which would be repeated in various premutations across the state for decades to follow. Close on the Russells' heels was a group of prospectors from Kansas who almost immediately gave up panning for gold to stake out a town called Montana City north of Dry Creek. This quickly withered as they moved to the east side of Cherry Creek with a second town - St. Charles. As prospectors began pouring into the Cherry Creek area in autumn 1858, a second town Auraria - was formed immediately across the Cherry Creek, and St. Charles was renamed Denver by General

# 9. Major Bibliographical References

See Addendum, Item 9

# 10. Geographical Data

**Acreage of nominated property** see attached HAER cards

**Quadrangle name** see attached HAER cards **Quadrangle scale** 1:24000 / 1:62500

**UTM References** Multiple locations (see HAER Inventory Cards)

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| A | | | | B | | | |
| C | | | | D | | | |
| E | | | | F | | | |
| G | | | | H | | | |

**Verbal boundary description and justification** This nomination consists of a series of non-contiguous sites, each covering less than an acre. The boundary for each site is defined as the bridge itself, including approach spans, and any property on which it rests. The dimensions for each are given on the HAER cards.

**List all states and counties for properties overlapping state or county boundaries**

| | | | | |
|---|---|---|---|---|
| **state** | See HAER cards | **code** | **county** | **code** |
| **state** | | **code** | **county** | **code** |

# 11. Form Prepared By

| | | | |
|---|---|---|---|
| **name/title** | Clayton B. Fraser, Principal | | |
| **organization** | Fraserdesign | **date** | 31 August 1984 |
| **street & number** | 1269 Cleveland Avenue | **telephone** | (303) 669-7969 |
| **city or town** | Loveland | **state** | Colorado 80537 |

# 12. State Historic Preservation Officer Certification

**The evaluated significance of this property within the state is:**

___ national ___ state ___ local

**As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.**

**State Historic Preservation Officer signature** Barbara Sudler

**title** State Historic Preservation Officer **date** 12-4-84

**For NPS use only**

**I hereby certify that this property is included in the National Register**

for Beth Grosvenor **date** 1/31/85

**Keeper of the National Register**

**Attest:** See Continuation Sheet for Justification **date**

**Chief of Registration**

U.S. GOVERNMENT PRINTING OFFICE : 1983 O - 419-311

William Larimer. Other towns quickly sprang up in the fevered environment of the front range: Boulder City near the mouth of Boulder Canyon, Colona (later La Porte) on the Cache La Poudre River, Fountain City near the mouth of Fountain Creek, Arapahoe City and Golden Gate in Clear Creek Canyon and El Paso near Pike's Peak. The spring of 1859 saw an unprecedented rush across the Great Plains to Colorado, as virtually all of the established trails - the Santa Fe, Oregon, Smoky Hill, Republican River and Overland - were crowded with westward-bound argonauts. More gold was found in the creeks around Denver and deeper in the mountains. As prospectors flocked to the new towns, others came with them. The boom towns required populations five times greater than the numbers of men actually working the mines. And as the towns grew and settled into some semblance of permanence, they began to offer amenities such a substantial frame buildings, platted streets, plank sidewalks - and bridges.

The location of Auraria, Denver City and a third townsite named Highlands around the confluence of Cherry Creek with the South Platte River dictated that bridges be built to cross from one community to another. The first bridge of record in Denver (and possibly Colorado) had been built over the Platte by June 1859 to the "Pioneer Farm" which raised and sold produce. At the same time a bridge was under construction over Clear Creek, near Golden. This first timber span was followed by two others across the Platte early in 1860: at Ferry Street (now 11th Street) and at the west end of Larimer Street. The first contracted bridge was to have been built on 15th Street by Thomas Bayaud late in 1859 for $2500, but problems delayed its completion until early 1860. As Auraria merged with Denver, the web of bridges over the river and the creek continued to grow until a flood on 19 May 1864 washed them all away. They were soon reconstructed. And washed away again in July 1875. Rebuilt again, they were again washed away in May 1878. By then Colorado had been designated a state and Denver had grown considerably. The flimsily constructed wooden pile bridges began to give way to more substantial iron (and later steel) trusses and stringers for the more heavily trafficked crossings of the Platte within a couple of years after the 1878 flood. In 1887 the first of the great iron/steel viaducts was constructed over 23rd Street. The following year the City of Denver contracted with the Missouri Valley Bridge and Iron Company to erect a two-span iron truss over the Platte River at 19th Street. Costing a total of $25,000, the 19th Street Bridge [DE01] replaced a ten-year-old timber structure built immediately after the 1878 flood. It is today the oldest vehicular truss still in use in Colorado.

In 1895 the cities of Denver and Highlands formed the 14th Street Improvement District to raise money for the construction of the 14th Street Viaduct [DE07]. Construction was begun later that year for it and the Broadway Bridge [DE06], both by the Youngstown Bridge Company. Though decidedly different in form, these two bridges are the last of the original 19th Century wagon/tram/pedestrian spans left in the city.

Settlement throughout the rest of Colorado followed that of Denver. The gold-hunting phalanx extended up the mountain valleys during the 1860s to form the mining towns of Black Hawk, Central City, Canon City, Aspen, Breckenridge, Georgetown, Idaho Springs

and Silver Plume, among many others. It soon became apparent that more substantial transportation networks than the narrow, winding mountain trails were needed and that these networks should most likely be railroads. In 1870 the Denver Pacific stretched the first line into Denver from the Union Pacific railhead in Cheyenne. Other lines later extended into the state from the east. By 1880 two eastern trunk lines entered Colorado; that decade four more were laid. In the years between 1870 and 1890, the aggregate length of rail lines operating in the state burgeoned from 157 miles to 4176. The railroads erected the first substantial iron trusses in Colorado. While the primitive mountain and flatland wagon roads could tolerate rickety timber bridges, the railroads could not and began erecting major spans in the 1870s.

As speculatively developed towns sprang up along rivers, rail lines and almost everywhere else across the arid landscape, impromptu systems of overland roads began to develop to link them together. Road and bridge construction during the territorial and early state period was ostensibly the responsibility of the individual counties. Rarely following premeditated plans, county commissioners authorized surveying and clearing of roads and construction of bridges as needed, usually in response to urgent local petitions. In the sparsely populated areas outside of the major cities, however, with minimal government revenues, relatively few vehicular bridges were erected before the 1890s. The counties' inability to keep up with the burgeoning demand for roads and bridges, especially in the more difficult mountain terrain, promoted the proliferation of privately owned toll roads, bridges and ferries. Often poorly constructed and unevenly maintained, these crude structures often washed out or collapsed under load. None from the period are known to exist still.

It was not until about 1890 that any concerted bridgebuilding effort by the counties began to appear in the state. If the county seat was situated on a river, the first (and often second) major bridge went up there. Canon City, county seat for Fremont County, built its first major span over the Arkansas River in the center of town on Ninth Street. It soon followed with a second truss, the Fourth Street Bridge FR01. Similarly Mesa County erected a major truss - the Black Bridge ME01 - over the Gunnison River in Grand Junction. Eventually bridgebuilding began to take on real importance at the turn of the century. As steel trusses were more commonly put up at roadway crossings, the state's incipient bridge contracting industry began to grow. The emergence of the automobile provided a tremendous impetus to county bridge programs. As people gained more mobility between towns which had previously been isolated, and, perhaps more importantly, as merchants began to gauge the value of the overland tourist trade, county commissioners felt increasing pressure from their constituents for more and better roads and bridges. The greater tax base from increased population allowed more ambitious bridge programs; the first decade of this century marked a dramatic increase in trussbuilding projects in the state. Pin-connected steel trusses such as the Rifle Bridge [GA06] in Garfield County, the Elson Bridge [LS07] in Las Animas County, the Nepesta Bridge [PU01] in Pueblo County, the Four Mile Bridge [R001] in Routt County, the Prowers Bridge [BE01] in Bent County and the Baxterville Bridge [RG03] in Rio Grande County are characteristic products of county-funded programs.

To augment the counties' civil construction projects, the state legislature initiated the Internal Income Fund. Appropriations from this source amounted from a few thousand dollars in the first year to over $340,000 in 1889. Individual road, bridge and irrigation projects were selected from around the state for funding by the legislature each session. Ostensibly chosen on the basis of public need, the projects soon became enmeshed in partisan politics; the program eventually became alternately known as the "Pork Barrel Fund." Actual design and supervision of the construction projects was delegated to the State Engineer's office, also created in 1881. The first bridge funded by the program was the Grand Junction Bridge over the Grand River in 1886. By 1908 over eighty other bridges had been funded by the legislature. Typically, the State Engineer visited the proposed site to take soundings of the river bottom, consulted with the county commission and the county surveyor or engineer, prepared construction drawings and specifications, let the project out for competitive bids, awarded the construction contract and supervised the work. Bridge designs from the office tended to be colorfully varied, as the engineers experimented with timber, steel and concrete configurations. If the cost of the bridge exceeded the state's appropriation, the county was required to make up the difference.

State Bridges, as they were called, were usually sited at rural crossings. Because they tended to be more substantial than their locally funded counterparts, they became heavily used as regionally important crossings and in some cases even created settlements. The third State Bridge [EA15] funded by the legislature spanned the Colorado River in 1889. It formed a pivotal crossing along the principal east-west route through the center of Colorado, and soon a small resort community named State Bridge grew around it. Other outstanding state bridges important to intrastate transportation were the Fruita Bridge [ME10], built in 1907 over the Colorado River, the Saxton Bridge [DL07], built over the Gunnison River in 1890, the Costilla Crossing Bridge [CN01], built over the Rio Grande River in 1892, and the Hay's Ranch Bridge [RB03], built over the White River in 1900. For all the jockeying in the state legislature, state bridges were remarkably egalitarian in their distribution, and as a result the regions of the state outside of Denver and Pueblo advanced at similar rates in bridge construction. Among Colorado's counties, Garfield benefitted most from state-funded bridge construction. State Bridges were built at Glenwood Springs (1890), Balzac (1904), Silt (1908), Una (1910) and Lacy (1910 and 1912), totaling almost $120,000 in erection costs. Of these only the Una Bridge [GA02] remains. It was among the last bridges designed by the State Engineer: soon after the responsibility for trussed crossings fell under the jurisdiction of the newly created Highway Commission.

For counties contemplating construction of a major vehicular bridge the decision was a serious one. Strapped for funds, as most perennially were, counties could usually afford to fund no more than a half-dozen - and often only one - major trusses per fiscal year. Costing several thousand dollars each, the bridges soon depleted road and bridge budgets. Among the more costly bridge projects in Colorado were the Rifle Bridge [GA06], built in 1909 for $26,872; the St. Charles Bridge [PU14], built in 1924

for $39,077, the Main Street Bridge [LS01], built in Grand Junction in 1912 for $67,215; the 14th Street Viaduct [DE07], built in 1895-98 for a cost of $367,068; and the 20th Street Viaduct [DE03], Colorado's longest overhead structure, jointly funded by the City of Denver and several railroads for $575,000.

The decision to build a bridge usually would be made in the late spring or summer, after flooded rivers and creeks washed away existing spans, or in the late autumn, when riverbeds were dry and foundations and falsework could be constructed economically. The usual procedure was for the county clerk or surveyor to advertise for competitive bids, often giving only the location and span length of the proposed bridge and requiring the contractors to submit their own designs. In cities and counties with population bases to support staff engineers, the designs were produced in-house and plans and specifications issued to competing bridge firms. After solicitation and receipt of the proposals, the construction contract was then awarded to the "lowest and best" bidder. Separate proposals for sub- and superstructure were often given, as were proposals for alternate designs. The Granite Bridge [CA01] was built from separate contracts for bridge and abutments. The tremendous urban viaducts in Denver and Pueblo often involved separate contracts for superstructure, substructure, decking, lighting, etc.

Although competitive bidding for bridges was the norm, counties acquired bridges from other sources. One feature that the steel truss types shared, and which endeared them to the hearts of penurious county officials, was their versatility. Quickly erected, they could also be dismantled and moved if expedient. Many county bridges in Colorado had begun service as railroad spans, sold or given to the counties after they were no longer functional for the heavier railroad loads. In several instances not only the bridge but the entire right-of-way has been transferred from railway to roadway as entire lines are abandoned. The Denver, South Park and Pacific narrow gauge railroad between Nathrop and the Alpine Tunnel was laid in 1880-81 and now serves as State Highway 162/County Road 295A. Two important early trusses have been left from the old line: the Morley Bridge [CA02], a pin-connected Pratt deck truss which is the oldest intact bridge in Colorado, and the Hortense Bridge [CA12], the oldest timber truss in the state. Two other abandoned railways have yielded the state's most striking roadway trestles: the Florence and Cripple Creek Railroad (the Adelaide Bridge, [FR48]), and the Colorado Midland Railroad (the Maroon Creek Bridge, [PI07]).

Similarly early wagon trusses which had become unsuitable to handle increasing traffic could be moved to less-traveled crossings. The Lado Del Rio Bridge [AC01], Manzanola Bridge [CR13], Linden Avenue Bridge [LS01] and the Baxterville Bridge [RG03] have all been moved and reused in this manner. The Saxton Bridge [DL07] has been moved twice since its construction in 1890 over the Gunnison River. As bridges became obsolete or too deteriorated to save, they were replaced, sometimes with the replacement superstructure built on the abutments of the previous bridge. The Swink Bridge [OT05] was erected in 1921 after the one before was washed away by the Arkansas River. A two-span pinned Camelback through truss, it is placed on the steel tube foundations of the preceding

bridge, extended four feet vertically for greater clearance over the water. Most of the reinforced concrete arches in the survey have replaced timber or steel trusses. The F Street Bridge [CA07] in Salida and the Huerfano Bridge [PU19] are both replacement arches built on the sites of older trusses.

Solicitations for bids from the counties in the local newspapers and engineering journals were answered usually by local, regional and national bridge contractors. The major steel foundries were in the steel towns of Illinois and Pennsylvania. These supplied steel truss components to bridge fabricators like Hansell-Elcock or the American Bridge Company of Chicago, the Omaha Structural Steel Works of Nebraska, Minneapolis Steel and Machinery Company of Minnesota or the Denver-based Midwest Steel and Iron Works, which in turn marketed complete trusses to bridge companies which would assemble them. Among the national and regional firms which bid regularly on Colorado's bridges (with nominated examples given in parentheses) were the Youngstown Bridge Company of Youngstown, Ohio ( [DE06] , [DE07] ); the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas ( [AC01] , [DE01] , [GA05] , [OU01] ); the Wrought Iron Bridge Company of Canton, Ohio ( [CN01] , [R003] ); the Kansas City Bridge Company of Kansas City, Missouri ( [ME01] ) and the Marsh Bridge Company of Des Moines, Iowa ( [LS20] ). Three major in-state bridge contractors were in constant competition for bridge work during the first three decades of the 20th century. M.J. Patterson formed the M.J. Patterson Construction Company in 1895. Among his more notable commissions were the Lacombe Building and the Metropolitan Building in Denver, the steel work for the state capitol and the City Park museum and numerous railroad and vehicular bridges: the Clifton Bridge [CR13] , the longest truss in Colorado, built in 1911; the Main Street Bridge [LS01] , an immense six-span truss erected in 1912 in Grand Junction and the Fruita Bridge [ME10] , erected over the Colorado River in 1907. Additionally, Patterson designed and supervised construction of the Broadway Bridge [DE06] over Cherry Creek in Denver in 1895, one of his first Colorado commissions. Like Patterson, Charles G. Sheely designed and erected steel bridges and building superstructures from a Denver base. The Rifle Bridge [GA06] and the Una Bridge [GA02] were both erected by Sheely.

The third early Colorado-based company was the oldest and by far the most prolific, involving the careers of founder Joseph A. Bullen and three succeeding generations. In 1887 Bullen erected the first iron bridge in Pueblo while still based in Leavenworth, Kansas. Five years later, he moved the Bullen Bridge Company to Pueblo, and two of his earliest Colorado bridges - the Saxton Bridge DL07 and the Fourth Street Bridge FR01 are included in this nomination. After Joseph Bullen's death around 1900, control of the company was assumed by his son Fredrick H. Bullen. One of the first things that he did was to change the name of the company to the Pueblo Bridge Company. The son continued the same prolific pace, putting up steel trusses across the West. Some of the more outstanding Pueblo bridges included in this nomination are the Prowers Bridge [BE01] , a multiple-span truss built in stages between 1902 and 1909; the Satank Bridge [GA01] , a timber Pratt through truss built in 1900; the Nepesta Bridge [PU01] , a two-span steel truss built in 1905, the Roubideau Bridge [DL01] , an unusual Warren through truss built

in 1911, the Hotchkiss Bridge [DL06], a pinned Camelback through truss built in 1911; and the Swink Bridge, [OT05] another pinned Camelback, built in 1921. The Bullen family was pivotal to the development of the reinforced concrete arch for vehicular use in Colorado. Using patents held by Daniel Luten, the Pueblo Bridge company built several closed spandrel concrete deck arches - also called Luten arches - around the state. The more notable examples still standing are the F Street Bridge [CA07], built in 1907 in Salida as perhaps the company's first Luten arch, the Avondale Bridge [PU09], built in 1913 and the Huerfano Bridge [PU19] - all included in this nomination.

As the composition of the industry began to change in the late 1920s, bridge design was no longer the exclusive province of the bridge companies. The regional and state bridge contractors found it increasingly difficult to compete with the new group of road and bridge contractors which appeared in the early 1930s. The last bridge built by the Pueblo Bridge Company was an open-spandrel concrete arch [EP14] west of Manitou Springs, contracted for by the State Highway Department. The reason for the industry-wide change lay with a fundamental restructuring of the bridge contracting process. In 1909 enabling legislation for the State Highway Commission had been passed. The commission immediately began to establish a coordinated system of highways, surveying, mapping and designating primary and secondary routes. The first three commissions took up the task of building short-span concrete bridges and left the truss design to the State Engineer's office, which had managed the state's trussbuilding since 1886. In 1913 the commission funded the first steel trusses, the designs of which were left to the bridge companies. Of these the Lado Del Rio Bridge AC01 is the oldest traceable example. The commission was at first poorly funded, and it was not until intense lobbying from the Good Roads Association turned the legislature around that budgets began to allow much activity. In 1913 the Highway Act was passed; this created the position of highway commissioner and a five-person advisory board. The system was again changed after the passage in Washington of the 1916 Federal Highways Act. In order to meet minimum requirements, the state legislature passed the 1917 Highway Act reorganizing the Highway Commission into the State Highway Department. At the same time the State Highway Fund was created to provide a framework within which state and federal aid funds could be distributed. In December of that year the first six Federal Aid Projects were scheduled. None were for bridges. As the Highway Department underwent changes in organization and personnel, it began erecting steel and concrete bridges. Standard plans were developed for different spans of bridges. The Department, like the counties earlier, stayed with a few well-used designs. Favoring the standard over the exotic, it generally used riveted steel trusses. Some of the more outstanding of these are the bridge over the Arkansas River [CA10] in Chaffee County, a Pratt deck truss built in 1937, the Delta Bridge [DL08] and the Fifth Street Bridge [ME09], both four-span Parker through trusses built in 1923 and 1933 respectively, and the Portland Bridge [FR52], a Pratt semi-deck truss built in 1926.

The Highway Department also experimented with non-standard bridge designs, principally by bridge engineer King Burkhardt. He designed two of the nominated bridges: the Red Cliff Bridge [EA12], a breath-taking steel arch in Eagle County built in 1940, and

the Sevenmile Bridge [MI01], a cantilevered deck truss built in Mineral County in 1935. During the Depression the Highway Department designed stone rubble and multiplate arches for many minor roadway crossings, primarily in the southeast corner of the state, in cooperation with the counties and the Work Projects Administration. Two of these are clearly more outstanding than the rest: the Burro Canon Bridge, a multiplate arch, and the Douglas Crossing Bridge [PR09], a rubble arch, both multispan bridges built by WPA forces in 1936. The Highway Department also erected reinforced concrete arches of varying spans and designs. The Huerfano Bridge [PU19] is the most outstanding of the Luten-type arches funded by the Department; the Fountain Creek Bridge [EP14] is an excellent open-spandrel deck arch. The most striking concrete highway arch, however, is the Fort Morgan Bridge over the South Platte river, built in 1922-23 by Charles G. Sheely. Designed by its patent-holder James Marsh, it is an eleven-span rainbow arch bridge - the only one in Colorado and possibly the longest example of its structural type in the world.

The advent of World War II generally meant the end of trussbuilding in Colorado. Although a few trusses and arches continued to be built, more modern concrete and steel beam designs were receiving greater use. As county roads were widened and paved for state highways and 19th century pin-connected trusses were replaced with highway girders, the makeup of the state's road systems began to change. But enough historic bridges have survived to form a tangible record of this aspect of history.

---

On the following pages are HAER Inventory Cards for the bridges included in this nomination. These are alphabetized by county and organized in the same system as the inventory list included in Item 7.

Addendum, Item 9: Major Bibliographical References (see also individual HAER cards)

BOOKS

Abbott, Carl, Stephen J. Leonard and David McComb. Colorado: A History of the Centennial State. Boulder: Colorado Associated University Press, 1982.

American Society of Civil Engineers. American Wood Bridges. New York: American Society of Civil Engineers, 1976.

Armstrong, Ellis L., ed. History of Public Works in the United States, 1776-1976. Chicago: American Public Works Association, 1976.

Bryan, C.W., F.E. Turneaure and F.E. Johnson. The Theory and Practice of Modern Framed Structures. New York: John Wiley and Sons, Inc., 1926.

Edwards, Llewellyn Nathaniel. A Record of History and Evolution of Early American Bridges. Orno, Maine: University Press, 1959.

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

Fleming, A.P.M. and H.L. Blocklehurst. A History of Engineering. London: A&C Black, Ltd., 1925.

Gies, Joseph. Bridges and Men. Garden City, New York: Doubleday and Company, Inc., 1963.

Guedes, Pedro. Encyclopedia of Architectural Technology. New York: McGraw-Hill Book Company, 1976.

Hopkins, H.J. A Span of Bridges: An Illustrated History. New York: Praeger Publishers, 1970.

Hunt, William Dudley, Jr. Encyclopedia of American Architecture. New York: McGraw-Hill Book Company, 1980.

Jacobs, David and Anthony Neville. Bridges, Canals and Tunnels. New York: American Heritage Publishing Company, 1968.

Ketchum, Milo S. The Design of Highway Bridges. New York: McGraw-Hill Book Company, 1908.

Manufacturers of the United States in 1860; Compiled from the Original Returns of the Eighth Census, Under the Direction of the Secretary of the Interior. Washington: Government Printing Office, 1865.

Plowden, David. Bridges: The Spans of North America. New York: The Viking Press, 1974.

The Statistics of the Wealth and Industry of the United States. Washington: Government Printing Office, 1872.

Smiley, Jerome. The History of Denver. Denver: Denver Times Publishing Company, 1901.

Stone, Wilbur Fiske. History of Colorado. Chicago: The S.J. Clarke Publishing Company, 1918.

Tyrell, Henry Gratten. History of Bridge Engineering. Chicago: by the author, 1911.

Ubbelohde, Carl, Maxine Benson and Duane Smith, ed. A Colorado History. Boulder: Pruett Publishing Company, 1972.

Waddell, J.A.L. Bridge Engineering. Vol. 1, First edition, London: John Wiley and Sons, 1916.

Whitney, Charles S. Bridges: A Study in Their Art, Science and Evolution. New York: W.E. Rudge, 1929.

Wiley, Marion C. The High Road. Denver: State Department of Highways, n.d.

Wood, De Volson. Treatise on the Theory of the Construction of Bridges and Roofs. New York: John Wiley and Sons, 1893.

BOOKLETS

Comp, T. Allan and Donald Jackson. "Bridge Truss Types: A Guide to Dating and Identifying," Technical Leaflet 95. Nashville, Tennessee: American Association for State and Local History, 1977.

Quivik, Fredrick L. Historic Bridges in Montana. Denver: Historic American Engineering Record, Rocky Mountain Regional Office, 1982.

Transportation Research Board. Historic Bridges - A Criteria for Decision Making. Washington: Transportation Research Board, 1983.

PERIODICALS

Bartlett, F.L. "History of Road Building in Colorado," Colorado Highways, V (March 1926): 4-6.

Blunden, Henry D. "On the Care and Maintenance of Iron Bridges," Transactions, XI (December 1882): 418-423.

"Building Stones," The Colorado Engineers' Magazine II (October 1912): 1-4.

Culver, Lewis M. "Famous Bridges of the World," The Colorado Engineer 22 (March 1926): 93-95, 126.

Curtin, John F. "Bridge and Tunnel Approaches," Transactions LXVII (October 1941): 270-294.

"Denver Has $1,500,000 Invested in Bridges and Viaducts," Denver Municipal Facts, 1 (27 November 1909): 3-5, 15.

Delony, Eric. "Bridge Replacement," Executive Order 11593. October 1977: 9-12.

Gray, George E. "Notes on Early Practices in Bridge Building," Transactions XXXVII (June 1897): 1-4.

Greiner, J.E. "Essentials Necessary for Successful Practice in Bridge Engineering," Engineering News, 9 April 1903: 322-323.

Grimm, C.R. "The Arch Principal in Engineering and Esthetic Aspects, and its Application to Long Spans," Transactions LXI (March 1911): 233-248.

Harrison, J.L. "Bridges Must Be Safe," Public Roads 2 (January 1919):34-36.

"The Highway Bridge of the Future," Engineering News, 2 June 1890: 583-584.

"Highway Bridge Plans," Colorado Highways, December 1924: 20.

Holmes, Howard M. "Economy and Efficiency in Modern Highway Bridge Building," Engineering News, 16 February 1922: 286-287.

Hopkins, Dan. "Troubled Bridges over Denver's Water," Rocky Mountain Motorist, May 1983: 12-14.

Jacoby, Henry S. "Recent Progress in American Bridge Construction," Scientific American Supplement, 19 July 1902: 22198-22199.

Leeson, R.V. "Concrete Bridges," Transactions of Kansas Engineering Society, 1912: 105-110.

Lindenthal, Gustav. "Some Aspects of Bridge Architecture," Scientific American, 125 (November 1921): 22-24.

MacDonald, Thomas H. "Bridge Patent Litigation in Iowa," The Iowa Engineer XVIII (January 1918): 117-127.

Monell, T.W. "History of the Highway Department," Colorado Highways III (January 1924): 3-4.

Morgan, N.D. "Some Problems of the Highway Bridge Engineer," The Colorado Engineer 23 (November 1925): 20-21.

Owen, James. "Highway Bridges," Transactions XI (August 1882): 277-287.

"Organization of the American Bridge Company," Electrical World and Engineer XXXVI (7 July 1900): 38.

"The Pueblo Bridge Company," The Colorado Journal of Industry, n.d.: 45.

Robinson, A.F. "Pile and Trestle Bridges," Engineering News, 7 April 1888: 266-267.

Schneider, Charles C. "The Evolution of the Practice of American Bridge Building," Transactions IX (August 1880): 315-318.

"State Bridge Inspection in New York," Engineering News, 30 April 1887: 284-285.

Steinman, David. "Bridges," Scientific American 192 (November 1954): 61-71.

Van Arsdall, L.B. "A Brief History of Bridge Building," The Colorado Engineers' Magazine VI (April 1917): 4-7.

Waddell, J.A.L. "Simple Truss Bridges," The American City XVI (February 1917): 114-120.

Waddell J.A.L. "True Economy in the Design of Bridges," Engineering News, 19 September 1895: 179-180.

Watkins, J. Elfreth. "The Beginning of Engineering," Transactions XXIV (May 1891): 309-381.

GOVERNMENT DOCUMENTS

Adams County Commissioners' Minutes. Adams County Government Building, Brighton Colorado.

Arapahoe County Commissioners' Minutes. State Archives, Denver Colorado.

Archuleta County Commissioners' Minutes. Archuleta County Courthouse, Pagosa Springs Colorado.

Baca County Commissioners' Minutes. Baca County Courthouse, Springfield Colorado.

Bent County Commissioners' Minutes. Bent County Courthouse, Las Animas Colorado.

Boulder City Council Minutes. Municipal Building, Boulder Colorado.

Chaffee County Commissioners' Minutes. Chaffee County Courthouse, Salida Colorado.

Crowley County Commissioners' Minutes. Crowley County Courthouse, Ordway Colorado.

Delta County Commissioners' Minutes. Delta County Courthouse, Delta Colorado.

Denver, City and County Municipal Ordinances. City and County Building, Denver Colorado.

Eagle County Commissioners' Minutes. Eagle County Courthouse, Eagle Colorado.

Elbert County Commissioners' Minutes. Elbert County Courthouse, Kiowa Colorado.

El Paso County Commissioners' Minutes. El Paso County Courthouse, Colorado Springs Colorado.

Fremont County Commissioners' Minutes. Fremont County Courthouse, Canon City Colorado.

Garfield County Commissioners' Minutes. Garfield County Courthouse, Glenwood Springs Colorado.

Grand County Commissioners' Minutes. Grand County Courthouse, Hot Sulphur Springs Colorado.

Gunnison County Commissioners' Minutes. Gunnison County Courthouse, Gunnison Colorado.

Huerfano County Commissioners' Minutes. Huerfano County Courthouse, Walsenburg Colorado.

Idaho Springs City Council Minutes. City Hall, Idaho Springs Colorado.

Jefferson County Commissioners' Minutes. Jefferson County Courthouse, Golden Colorado.

La Plata County Commissioners' Minutes. La Plata County Courthouse, Durango Colorado.

Larimer County Commissioners' Minutes. Larimer County Courthouse, Fort Collins Colorado.

Las Animas County Commissioners' Minutes. Las Animas County Courthouse, Trinidad Colorado.

Logan County Commissioners' Minutes. Logan County Courthouse, Sterling Colorado.

Loveland City Council Minutes. City Hall, Loveland Colorado.

Manitou Springs City Council Minutes. City Hall, Manitou Springs Colorado.

Mesa County Commissioners' Minutes. Mesa County Courthouse, Grand Junction Colorado.

Moffat County Commissioners' Minutes. Moffat County Courthouse, Craig Colorado.

Montrose County Commissioners' Minutes. Montrose County Courthouse, Montrose Colorado.

Morgan County Commissioners' Minutes. Morgan County Courthouse, Fort Morgan Colorado.

Otero County Commissioners' Minutes. Otero County Courthouse, La Junta Colorado.

Ouray County Commissioners' Minutes. Ouray County Courthouse, Ouray Colorado.

Park County Commissioners' Minutes. Park County Courthouse, Fairplay Colorado.

Pitkin County Commissioners' Minutes. Pitkin County Courthouse, Aspen Colorado.

Prowers County Commissioners' Minutes. Prowers County Courthouse, Lamar Colorado.

Pueblo County Commissioners' Minutes. Pueblo County Courthouse, Pueblo Colorado.

Rio Blanco County Commissioners' Minutes. Rio Blanco County Courthouse, Meeker Colorado.

Rio Grande County Commissioners' Minutes. Rio Grande County Courthouse, Del Norte Colorado.

Routt County Commissioners' Minutes. Routt County Courthouse, Steamboat Springs Colorado.

Salida City Council Minutes. City Hall, Salida Colorado.

Washington County Commissioners' Minutes. Washington County Courthouse, Akron Colorado.

Weld County Commissioners' Minutes. Weld County Courthouse, Greeley Colorado.

5th Biennial Report of the State Engineer, Colorado: 1891-1892, Denver: Smith-Brooks Printing Company, 1892.

6th Biennial Report of the State Engineer, Colorado: 1891-1892, Denver: Smith-Brooks Printing Company, 1892.

7th Biennial Report of the State Engineer, Colorado: 1893-1894. Denver: Smith-Brooks Printing Company, 1895.

8th Biennial Report of the State Engineer, Colorado: 1895-1896. Denver: Smith-Brooks Printing Company, 1897.

9th Biennial Report of the State Engineer, Colorado: 1897-1898. Denver: Smith-Brooks Printing Company, 1899.

10th Biennial Report of the State Engineer, Colorado: 1889-1900. Denver: Smith-Brooks Printing Company, 1901.

11th Biennial Report of the State Engineer, Colorado: 1901-1902. Denver: Smith-Brooks Printing Company, 1903.

12th Biennial Report of the State Engineer, Colorado: 1903-1904. Denver: Smith-Brooks Printing Company, 1905.

13th Biennial Report of the State Engineer, Colorado: 1905-1906. Denver: Smith-Brooks Printing Company, 1907.

14th Biennial Report of the State Engineer, Colorado: 1907-1908. Denver: Smith-Brooks Printing Company, 1909.

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

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

17th Biennial Report of the State Engineer, Colorado: 1913-1914. Denver: Smith-Brooks Printing Company, 1915.

18th Biennial Report of the State Engineer, Colorado: 1915-1916. Denver: Smith-Brooks Printing Company, 1916.

1st Biennial Report of the State Highway Commission of the State of Colorado: 1910. Denver: Smith-Brooks Printing Company, 1910.

2nd Biennial Report of the State Highway Commission of the State of Colorado: 1912. Denver: Smith-Brooks Printing Company, 1912.

3rd Biennial Report of the State Highway Commission of the State of Colorado: 1914. Denver: Smith-Brooks Printing Company, 1914.

4th Biennial Report of the State Highway Commission of the State of Colorado: 1916. Denver: Eames Brothers Printers, 1917.

Annual Report of the Bridge Department for the 12 Months Ending December 31, 1934. unpublished report. Colorado Department of Highways, Denver Colorado.

Annual Report . . . Ending December 31, 1935. unpublished report. Colorado Department of Highways, Denver Colorado.

Annual Report . . . Ending December 31, 1936. unpublished report. Colorado Department of Highways, Denver Colorado.

Annual Report . . . Ending December 31, 1937. unpublished report. Colorado Department of Highways, Denver Colorado.

Annual Report . . . Ending December 31, 1938. unpublished report. Colorado Department of Highways, Denver Colorado.

Annual Report . . . Ending December 31, 1939. unpublished report. Colorado Department of Highways, Denver Colorado.

Annual Report . . . Ending December 31, 1940. unpublished report. Colorado Department of Highways, Denver Colorado.

NPS Form 10-900-a
(3-82)

OMB No. 1024-0018
Exp. 10-31-84

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received 12/27/84
date entered

Continuation sheet | Item number | Page 1 of 5

Multiple Resource Area
Thematic Group

dnr-11

Name Vehicular Bridges in Colorado Thematic Resources
State COLORADO

Cover sheet 1/31/85

| Nomination/Type of Review | | | Date/Signature |
|---|---|---|---|
| 1. Bridge over Arkansas River | Substantive Review | Keeper | 2/4/85 |
| | | Attest | |
| 2. Bridge over Burro Canon | Substantive Review | Keeper | 2/4/85 |
| | | Attest | |
| 3. Douglas Crossing Bridge | Substantive Review | Keeper | 2/4/85 |
| | | Attest | |
| 4. Red Cliff Bridge | Substantive Review | Keeper | 2/4/85 |
| | | Attest | |
| 5. Manitou Springs Bridges | Substantive Review | Keeper | Beth Grosvenor 6/24/85 |
| | | Attest | |
| 6. Avery Bridges | Entered in the National Register | for Keeper | Melvin Byers 6/24/85 |
| | | Attest | |
| 7. Labo Del Rio Bridge | Entered in the National Register | for Keeper | Melvin Byers 6/24/85 |
| | | Attest | |
| 8. Manzanola Bridge | Entered in the National Register | for Keeper | Melvin Byers 6/24/85 |
| | | Attest | |
| 9. State Bridge | Entered in the National Register | for Keeper | Melvin Byers 6/24/85 |
| | | Attest | |
| 10. Slate Creek Bridge | Entered in the National Register | for Keeper | Melvin Byers 6/24/85 |
| | | Attest | |

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form



Multiple Resource Area
Thematic Group

Name Vehicular Bridges in Colorado Thematic Resources
State COLORADO

| Nomination/Type of Review | | | Date/Signature |
|---|---|---|---|
| 11. Avondale Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 12. Black Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 13. Bridge over Fountain Creek | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 14. Bridge No. 10/Adelaide Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 15. Broadway Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 16. Commercial Street Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 17. Costilla Crossing Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 18. Delta Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 19. Elson Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 20. Escalante Canon Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |

NPS Form 10-900-a
(3-82)

OMB No. 1024-0018
Exp. 10-31-84

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received 12/29/84
date entered



Multiple Resource Area
Thematic Group

Name Vehicular Bridges in Colorado Thematic Resources
State COLORADO

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 21. F Street Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 22. Fifth Street Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 23. Four Mile Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 24. Fourth Street Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 25. 14th Street Viaduct | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 26. Fruita Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 27. Hay's Ranch Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 28. Hortense Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 29. Hotchkiss Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| 30. Howard Bridge | Entered in the National Register for Keeper | Attest Delores Byrd 2/4/85 |
| | | Attest |

NPS Form 10-900-a
(3-82)

OMB No. 1024-0018
Exp. 10-31-84

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received 12/27/84
date entered

Continuation sheet | Item number | Page 4 of 6

Multiple Resource Area
Thematic Group

Name Vehicular Bridges in Colorado Thematic Resources
State COLORADO

| Nomination/Type of Review | | | Date/Signature |
|---|---|---|---|
| 31. Huerfano Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 32. Maroon Creek Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 33. Masonic Park Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 34. Miner Street Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 35. Nepesta Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 36. 19th Street Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 37. 20th Street Viaduct | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 38. Portland Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 39. Prowers Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |
| 40. Rainbow Arch Bridge | Entered in the National Register | for Keeper | Delores Byers 2/4/85 |
| | | Attest | |

NPS Form 10-900-a
(7-81)

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received 12/27/84
date entered

Continuation sheet | Item number | Page 5 of 6

Multiple Resource Area
Thematic Group

Name Vehicular Bridges in Colorado Thematic Resources
State COLORADO

| Nomination/Type of Review | | | Date/Signature |
|---|---|---|---|
| 41. Rifle Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 42. Roubideau Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 43. St. Charles Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 44. San Luis Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 45. Satank Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 46. Sheely Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 47. South Canon Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 48. Sutherland Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 49. Wheeler Bridge | Entered in the National Register | for Keeper | Delores Byrne 2/4/85 |
| | | Attest | |
| 50. Royal Gorge Bridge (Previously listed 9/2/83) | | Keeper | |
| | | Attest | |

**United States Department of the Interior**
**National Park Service**

# National Register of Historic Places Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet | Item number | Page 6 of 6

Multiple Resource Area
Thematic Group

Name Vehicular Bridges in Colorado Thematic Resources
State COLORADO

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 51. Sevenmile Bridge | for Keeper | Melora Byers 7/11/85 |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |
| | Keeper | |
| | Attest | |