

HABS/HAER INVENTORY

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

1. SITE I.D. NO

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2. NAME(S) OF STRUCTURE

Bridge over Fountain Creek
CDH: I-17-AI

EPI4

5. ORIGINAL USE

roadway bridge

7. CLASSIFICATION

BT&A: ARCH: REINFORCED CONCRETE

7	5	9	5
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9. RATING

local

10. DATE

1932

3. SITE ADDRESS (STREET & NO)

Business Route 24 over Fountain Creek
1/2 mile north of Manitou Springs
NE 1/4, S07, T135, R066W

6. PRESENT USE

roadway bridge

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

11. REGION

RMRO

4. CITY/VICINITY

Manitou Springs

COUNTY

El Paso

STATE

Colorado

SCALE

1:24,000

1:24

OTHER

1:62.5

QUAD
NAME

Manitou Springs

12. OWNER/ADMIN ADDRESS

Colorado Department of Highways 4201 East Arkansas Avenue Denver Colorado 80222

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

Two-ribbed, reinforced concrete open spandrel deck arch

span number: 4
span length: 162' (arch) 23' (concrete slab)
overall length: 210'
roadway width: 36'

flr./decking: asphalt
substructure: solid concrete piers with concrete wingwalls
guardrails: poured-in-place concrete doghouse guardrails

A portion of Colorado State Highway 24 essentially follows the route of the old Ute Trail, an Indian Trail which extended from South Park through Manitou Springs to the plains. When the Pikes Peak Gold Rush occurred in 1859, prospectors followed this trail into the mountains. As early as 1860, improvements were made converting the trail into a wagon road. Between 1916 and 1928, the route was upgraded to serve as an automobile highway, becoming a link in the "Coast-to-Coast" highway network. It was again rebuilt during the 1930's with federal aid funds. At that time, a new concrete arch bridge was constructed over Fountain Creek about 1/2 mile north of Manitou Springs. The 1932 bridge contract was awarded to the Pueblo Bridge & Construction Company at a cost of \$44,695. King Burghardt, one of the Highway Department's most innovative bridge engineers, designed the 160-foot span concrete open spandrel arch which featured attractive rubble masonry retaining walls and lamposts at the approaches (the lamposts have been removed). Structure is now located on BR 24.

14. CONDITION:

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

15. DANGER OF DEMOLITION?
(SPECIFY THREAT)

YES

NO

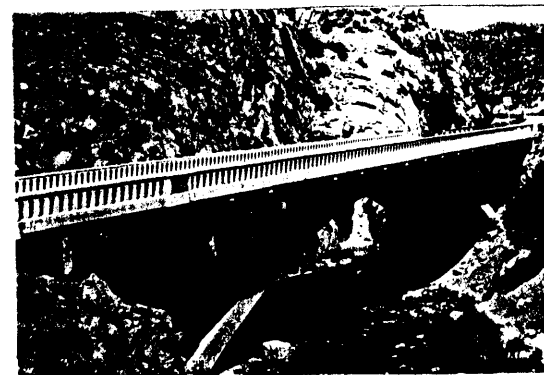
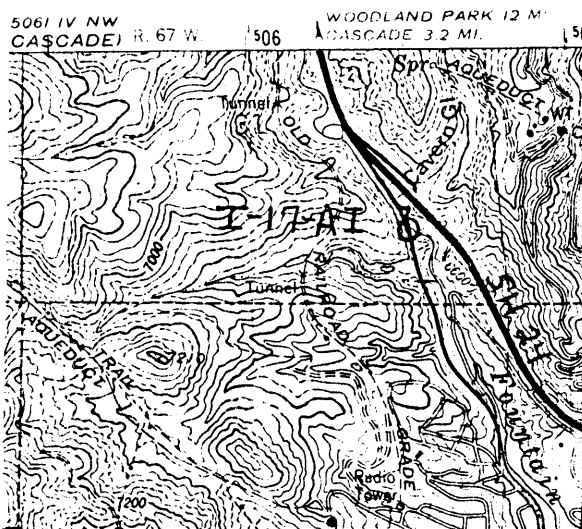
UNKNOWN

16. SIGNIFICANCE AREA OF SIGNIFICANCE: Engineering and Transportation

Historically, this was a regionally important crossing on the auto route built along the old Ute Trail. Technologically, this bridge is significant as the longest example in the survey of a relatively little used bridge type in the Rocky Mountains - the open spandrel concrete arch. It is also notable for its association with the eminent bridge designer, King Burghardt, and the Pueblo Bridge Company, Colorado's most prolific bridge contractor (this is reputed to be the last bridge built by this firm). Set in rugged Fountain Canyon adjacent to Rainbow Falls, its graceful design is all the more striking.

see Manitou Springs photos for map

Manitou Springs Quadrangle
Scale-1:24,000



18. LOCATED IN AN HISTORIC DISTRICT?

 YES NO NAME

19. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED NO UNKNOWN

20. EXISTING SURVEYS

 NR NHL HABS HAER-1 HAER NPS STATE COUNTY LOCAL OTHER

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

Bridgeplate: Colorado State Highway Department, Fountain Creek, Built by Pueblo Bridge Construction Co., 1932.

Field Inspection by Rebecca Herbst, 28 June 1984.

Freed, Elaine and Barber, David. "Historic Sites in El Paso County, Colorado." Prepared for the El Paso County Land Use Development (1976-77).

McConnell, Virginia. Ute Pass! Route of the Blue Sky People. Denver: Sage Books, 1963.

Points of Interest. Denver: State Historical Society of Colorado, 1972.

Structure Inventory and Appraisal: I-17-AI, Colorado Department of Highways, Denver, Colorado

22. INVENTORIED BY

Rebecca Herbst

AFFILIATION

Colorado Dept. of Highways

DATE

July, 1984