

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

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: Various Date Listed: 9/30/88

<u>Various</u>	<u>Various</u>	<u>Arizona</u>
Property Name	County	State

Vehicular Bridges in Arizona  
Multiple Name

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*for* Patrick Andrews  
Signature of the Keeper

9/30/88  
Date of Action

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**Amended Items in Nomination:**

There were several nominations included with this multiple property submission which defined and justified periods of significance extending into the less than fifty year old range to correspond with criterion A significance although the resources' dates of construction actually occurred well over fifty years ago. For all of these bridges, the period of significance should be concluded in 1938 to conform with National Register requirements. The following bridges are included in this category:

Petrified Forest, Querino, Hereford, Douglas Underpass, Dead Indian Canyon, Pumhouse Wash, Walnut Canyon, Fossil Creek, Black River, Salt River, Salt River Canyon, Reppy Avenue, Black Gap, Gila River, Park Avenue, Solomonville Road Overpass, Solomonville Road Overpass (Clifton), Gila Bend Overpass, Hassayampa River, Lewis and Pranty Creek, Mormon Flat, Fish Creek, Pine Creek, Sand Hollow Wash, Old Trails, Corduroy, Cedar Canyon, Holbrook, Jack's Canyon, Little Lithodendron Wash, Lithodendron Wash, St. Joseph, Woodruff, Cienega, Fourth Avenue Underpass, Sixth Avenue Underpass, Stone Avenue Underpass, Alchesay Canyon, Devil's Canyon, Queen Creek (Florence Junction vicinity), Queen Creek (Superior vicinity), Kelvin, Mineral Creek, Sacaton Dam, San Tan Canal, Winkelman, Santa Cruz No. 1, Broadway, Hell Canyon, Little Hell Canyon, Lynx Creek, Verde River, and Walnut Grove. (Period of significance issues discussed with Pat Stein of the AZ SHPO.)

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**DISTRIBUTION:**

National Register property file  
Nominating Authority (without nomination attachment)

# HABS/HAER INVENTORY

See "HABS/HAER Inventory Guidelines" before filling out this card.

**1. NAME(S) OF STRUCTURE**

Alchesay Canyon Bridge

ADOT: 1532

**3. DATE(S) OF CONSTRUCTION**

1904-05

**2. LOCATION**

State Highway 88 over Alchesay Canyon; milepost 241.10  
0.5 mile northeast of Roosevelt; unplatted T4N R12E  
Maricopa County, Arizona

**4. USE (ORIGINAL/CURRENT)**

roadway bridge / roadway bridge

**5. RATING**

NRE:P eligible: state significance

**6. CONDITION**

fair; sufficiency rating: 88.7

owner: Arizona Department of Transportation

span number : 1  
span length : 18.0'  
total length: 22.5'  
roadway wdt.: 18.5'

superstructure: reinforced concrete filled spandrel arch  
substructure : concrete abutments and extended wingwalls  
floor/decking : earth fill  
other features: solid concrete parapet walls

7. DESCRIPTION

Before construction could begin on the immense Roosevelt Dam, an access road had to be graded from the railhead at Mesa to the dam site. Surveyed by Bureau of Reclamation engineers, the road was routed alongside the ancient Apache Trail on its serpentine route through the rugged mountains northeast of Apache Junction. In 1903, the cities of Phoenix and Mesa contributed \$71,500 from bond issues, and the BOR construction engineer Louis C. Hill began supervision of the grading. Hill enlisted Apache Indians as laborers to bolster his manpower on the hurried project. Located close to the top of the road near the dam site, this short-span concrete arch over Alchesay Canyon was one of the last structures completed. The bridge - little more than a culvert, actually - featured simple concrete detailing, crude formwork and extended wingwalls on its downstream side to accomodate a switchback curve in the narrow canyon. The road was completed in March 1905 for a total cost of \$206,000, and millions of tons of materials and equipment soon began rumbling over it to the dam site. Roosevelt Dam was completed in 1911.

8. HISTORICAL DATA

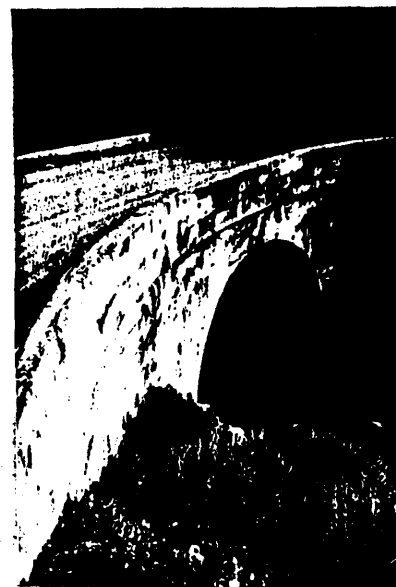
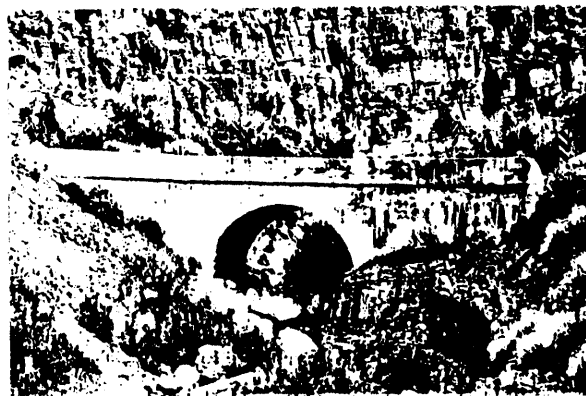
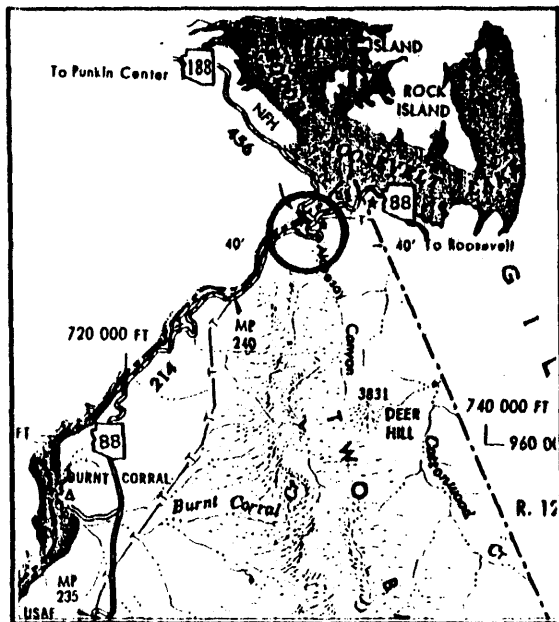
The first reclamation project financed by the federal government under the Newlands Act of 1902, the construction of the Roosevelt Dam was the most significant event in the history of central Arizona. The Apache Trail to the dam was called by one source "almost as great a monument to (Hill's) engineering ability as the Roosevelt Dam itself," and is now one of Arizona's most famous roads. Though no longer a main arterial, it passes through some of Arizona's most spectacular desert scenery. A few sections of the road have been rerouted due to subsequent dam construction on the Salt River, and replacement bridges were built in a major highway rehabilitation in the early 1920s. Located on an unaltered section of the route near the dam, the Alchesay Canyon Bridge is the only original structure left from the trail's construction in 1905. A modest and technologically unremarkable concrete arch, it is distinguished as the oldest dateable vehicular bridge in Arizona: a historically significant remnant of early territorial road construction.

9. SIGNIFICANCE

**10. NAME(S) OF STRUCTURE**

Alchessay Canyon Bridge

**11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM DEPARTMENT OF TRANSPORTATION  
GENERAL HIGHWAY MAP



Bridge Record, Arizona State Highway System: 1532; Structures Section, Arizona Department of Transportation, Phoenix AZ  
Ernest Douglas, "A Dream That Has Come True," Arizona, March 1911, pages 3-7.  
Gusse Thomas Smith, "The New Old Apache Trail," The Critic, n.d., pages 4-6.  
Field inspection by Clayton Fraser, 20 February 1987.

12. SOURCES

**13. INVENTORIED BY:**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign Loveland Colorado

**DATE**

1 April 1987