

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

Various Various Arizona
Property Name County State

Vehicle Bridges in Arizona
Multiple Name

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 Andrew
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, Pumphouse 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.)

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

HABS/HAER INVENTORY

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

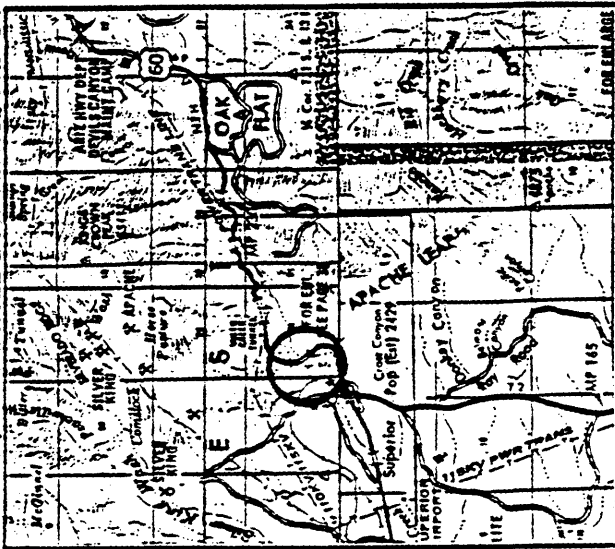
<p>1. NAME(S) OF STRUCTURE Queen Creek Bridge</p>	<p>3. DATE(S) OF CONSTRUCTION 1920-21</p>
<p>2. LOCATION Abandoned grade of U.S. 60 over Upper Queen Creek Canyon 0.6 miles east of Superior; SM1/4 S36 T1S R12E Pinal County, Arizona</p>	<p>4. USE (ORIGINAL/CURRENT) highway bridge / abandoned</p> <p>5. RATING NRHP eligible: local significance</p>
<p>6. CONDITION good owner: Pinal County</p>	
<p>7. DESCRIPTION span number : 1 span length : 125.0' total length: 190.0' roadway wdt.: 21.7'</p> <p>superstructure: reinforced concrete, 2-rib open spandrel deck arch substructure : concrete abutments and retaining walls on spread footings floor/decking : concrete deck other features: paneled concrete bulkheads w/ steel pipe guardrails</p>	
<p>8. HISTORICAL DATA Federal Aid Project 16 - the Miami Superior Highway in Gila and Pinal counties (later U.S. 60) - involved some of the most difficult highway construction undertaken by the Arizona Highway Department. The heaviest portion of the work conducted in the late 1910s and early 1920s consisted of 1.75 miles of road blasted through rugged Queen Creek Canyon. Designated as Section C, this part was completed in 1921 at a cost of approximately \$300,000. In addition to numerous small drainage structures, the project involved construction of substantial concrete arch bridges over Devil's Canyon and Queen Creek at the mouth of the canyon. The AHD bridge department engineered the Queen Creek Bridge as a long-span open-spandrel arch, with a moderate arch barrel rise, two tapered ribs and paneled concrete parapets with steel pipe guardrails. Under the supervision of AHD Resident Engineer H.B. Wright, a force account work crew constructed the Queen Creek Bridge in 1920-21 for a total cost of \$30,118. It carried traffic until its replacement in 1949. The Queen Creek Bridge now stands abandoned beside U.S. 60.</p> <p>9. SIGNIFICANCE In 1919-20, the AHD bridge department designed three almost identical open-spandrel concrete arches for Arizona highways: the Queen Creek Bridge (drawings completed, January 1920) and bridges over Clenega Canyon in Pima County and Hell Canyon in Yavapai County. The design of the Hell Canyon Bridge was later changed, and the Queen Creek and Clenega bridges were constructed in 1920-21. Both have survived unaltered. One of five open-spandrel arches identified in the inventory, the Queen Creek Bridge is historically significant as an integral part of one of the state's most important early highway projects. It is one of Arizona's more important vehicular spans.</p>	

NPS FORM 10-909 (4/88)

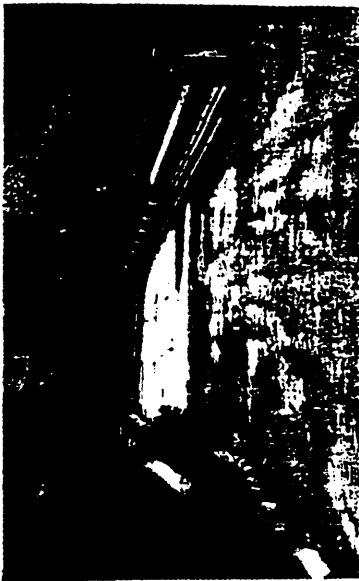
Historic American Buildings Survey / Historic American Engineering Record
National Park Service, U.S. Department of the Interior, P.O. Box 37127, Washington, DC 20013-7127

10. NAME(S) OF STRUCTURE
Queen Creek Bridge

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



LOCATION MAP
TAKEN FROM DEPARTMENT OF TRANSPORTATION
GENERAL HIGHWAY MAP



Fourth Biennial Report of the State Engineer of Arizona, 1918-1920 (Phoenix: Republican Print Shop, 1920), pages 38-39, 62.

Fifth Biennial Report of the State Engineer of Arizona, 1920-1922 (n.p., 1922), pages 48, 51, 96, 99-101.

Field inspection by Clayton Fraser, 21 February 1987.

Original construction drawings, Structures Section, Arizona Department of Transportation, Phoenix AZ.

13. INVENTORIED BY:
Clayton B. Fraser

AFFILIATION
Fraserdesign Loveland Colorado

DATE
1 April 1987