

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

Vehicular 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 Andrews
Signature of the Keeper

9/30/88
Date of Action

=====

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 this card.

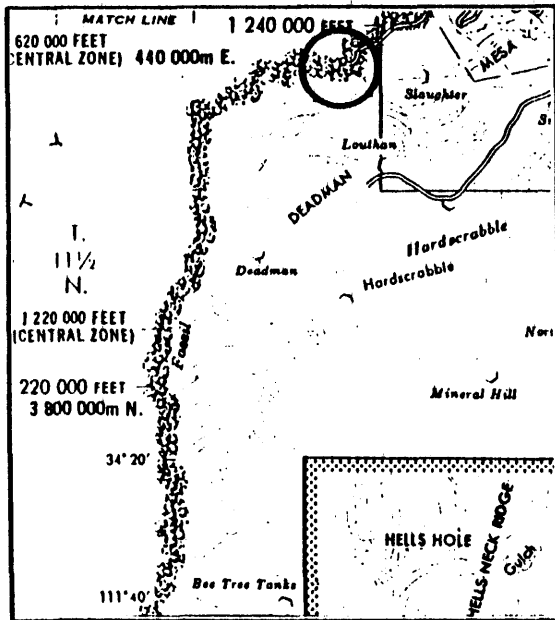
1. NAME(S) OF STRUCTURE	ADOT: 3215	3. DATE(S) OF CONSTRUCTION
Fossil Creek Bridge		1924-25
2. LOCATION		4. USE (ORIGINAL/CURRENT)
National Forest Service Road over Fossil Creek 7.5 miles west of Strawberry; unplatted T12N R7E Gila County, Arizona		roadway bridge / roadway bridge
		5. RATING
		NRHP eligible: local significance

6. CONDITION	owner: U.S. Forest Service	
fair/good		
span number : 1 span length : 70.0' total length: 97.0' roadway wdt.: 20.0'	superstructure: reinforced concrete filled spandrel arch	substructure : concrete abutments and wingwalls on spread footings
	floor/decking : earth fill	other features: paneled concrete bulkheads w/ steel pipe guardrails; corbeled concrete arch ring
7. DESCRIPTION		
8. HISTORICAL DATA	<p>In August 1924, the bridge section of the Arizona Highway Department completed the construction drawings for this medium-span concrete arch. The bridge carried the Cottonwood-Camp Verde-Pine road over Fossil Creek on the Yavapai-Gila County line between the Tonto and Prescott National Forests. With its 14' arch rise, spread footings, Luten-like reinforcing and paneled concrete bulkheads, the bridge displayed typical AHD design and detailing. The Fossil Creek Bridge was completed some time later that year for a total construction cost of \$10,037. It has since functioned unaltered as a remote and lightly trafficked crossing.</p>	
9. SIGNIFICANCE	<p>The Arizona Highway Department used three basic concrete arch configurations in the 1910s and 1920s: the Luten arch, the open spandrel arch, and what it termed the "common arch" - or segmental filled spandrel - design. Long-span examples of the former were engineered by their inventor, Daniel Luten, or his assistants. The latter two were designed in-house by AHD bridge engineers for medium-to-long-span applications. The Fossil Creek Bridge is the most recent of four such AHD common arches identified in the inventory (others: Devil's Canyon Bridge (1921-22), Lynx Creek Bridge (1922) and Verde River Bridge (1922-23)). All feature similar span lengths, arch rises and detailing. As such, the Fossil Creek Bridge stands as an unaltered example of an important Arizona structural type.</p>	

10. NAME(S) OF STRUCTURE

Fossil Creek 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: 3215; Structures Section, Arizona Department of Transportation, Phoenix AZ
 Original construction drawings, Structures Section, Arizona Department of Transportation, Phoenix AZ.
 Field inspection by Clayton Fraser, 7 October 1986.

12. SOURCES

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987