

**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

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 Salt River Canyon Bridge	3. DATE(S) OF CONSTRUCTION 1933-34
2. LOCATION U.S. Highway 60 over the Salt River Canyon; milepost 292.91 3 miles north of Seneca; unplatted T4½N R18E Gila County, Arizona	4. USE (ORIGINAL/CURRENT) highway bridge / highway bridge 5. RATING NRI:P eligible: state significance

6. CONDITION excellent; sufficiency rating: 27.5 owner: Arizona Department of Transportation

span number : 1 span length : 162.0' total length: 455.0' roadway wdt.: 22.1'	superstructure: riveted steel, two-hinge girder-ribbed deck arch substructure : concrete arch pedestals floor/decking : concrete deck over steel stringers other features: arch rib: riveted steel built-up plate girder w/ angle flanges and web stiffeners; post: wide flange; lateral bracing: 1 angle; floor beam: I beam; decorative steel pylons and guardrails
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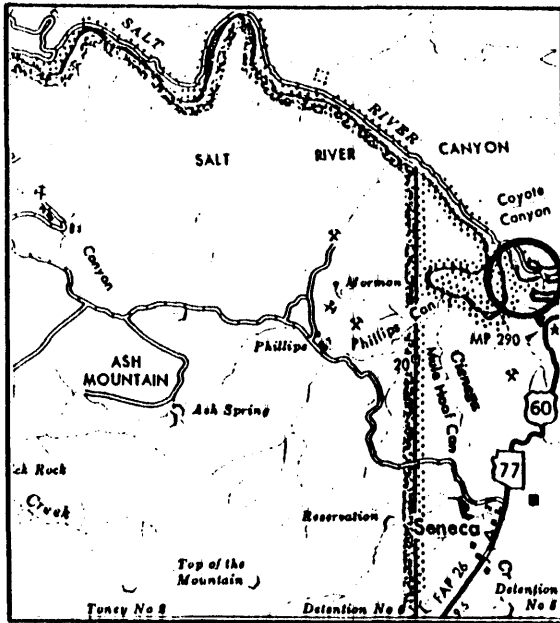
The Rice-McNary Highway in Gila County had just been completed when the Arizona Highway Department began surveying in 1930 for a new all-weather route across the state's northeast region. For a major crossing of the Salt River 43 miles north of Globe the engineers chose "a nearly perfect" bridge site in a constricted canyon. The scarcity of nearby concrete materials and the need for a single free span directed AHD to this long-span, 2-hinge steel arch. When the road was almost complete in September 1933, AHD contracted with Lee Moor under Federal Aid Project 99-E for \$58,050. The El Paso contractor began immediately on the concrete arch pedestals. The Salt River Canyon Bridge and its approaches presented multiple curvature problems - "more, in fact, than any bridge so far constructed in the state" - and its construction went slowly. In January 1934, the work on the first pylon began. Each 18-ton arch girder was erected in five sections that spring, and in June the immense structure was completed. The Salt River Canyon Bridge has since carried traffic on U.S. 60 with only minor maintenance. It is scheduled for replacement.

"From a distance and with its aluminum paint shining in the sunlight," AHD Resident Engineer A.F. Rath stated, "the structure looks more like a delicate piece of filligree than a well designed and constructed highway bridge." The Salt River Canyon Bridge is historically important as the pivotal structure on U.S. 60 in northeast Arizona. With its architectural treatment and dramatic span over the rugged canyon, it is one of the state's most famous structures. Technologically, the bridge is significant as the first girder-ribbed steel arch undertaken by AHD. More quickly erected than the spandrel braced arch, the girder rib design became an AHD standard, and several other such arches were built in Arizona: Cedar Canyon, Corduroy Creek, Kaiser Springs, Burro Creek, Canyon Padre and Pinto Creek. Although predated by one other steel deck arch (the Navajo Bridge, 1927-29), the Salt River Canyon Bridge is one of Arizona's most visually striking and technologically noteworthy vehicular bridges and has been determined eligible for NRHP by ADOT and ASHPO.

10. NAME(S) OF STRUCTURE

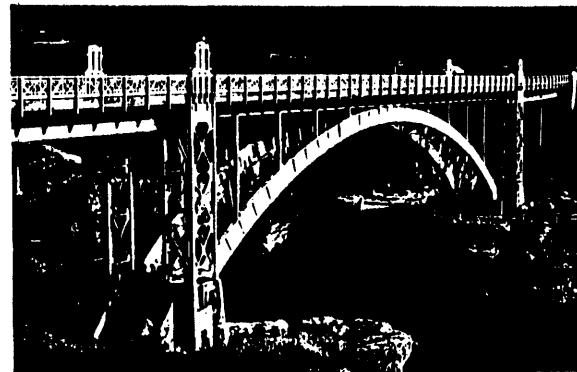
Salt River Canyon Bridge

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: 0129; Structures Section, Arizona Department of Transportation, Phoenix AZ
 Percy Jones, Jr., "Location of Globe-Springville Highway Keeps Road at Lower Levels," Arizona Highways, 2:1931:4-5;
 "New Bridge Across Salt River and the Country Which It Will Open," Arizona Highways, 9:1933:14-15; A.F. Rath, "Highway
 60 Moves Northward," Arizona Highways, 7:1934:3-5,20; Arizona Highways:10:1933:15,17; 11:1933:14; 12:1933:13;
 1:1934:13; 2:1934:13; 4:1934:17; 5:1934:13; 6:1934:15; Cardex bridge file and original construction drawings,
 Structures Section, Arizona Department of Transportation, Phoenix AZ.

Field inspection by Clayton Fraser, 27 February 1987.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987