

**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

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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)**

1625/1626

HABS/HAER INVENTORY

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

<p>1. NAME(S) OF STRUCTURE Solomonville Road Overpasses</p> <p>2. LOCATION Old Safford Road over Southern Pacific Railroad 3.6 miles south Clifton (8150); 4.5 miles south Clifton (8151) Greenlee County, Arizona</p>	<p>3. DATE(S) OF CONSTRUCTION 1907</p> <p>4. USE (ORIGINAL/CURRENT) roadway bridge / roadway bridge</p> <p>5. RATING NRHP eligible: state significance</p>
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6. CONDITION
fair; sufficiency rating: 62.3 (8150); 43.8 (8151) owner: Greenlee County

7. DESCRIPTION

8150	8151	
span number : 1	span number : 1	superstructure: reinforced concrete filled-spandrel arch
span length : 37.0'	span length : 37.0'	substructure : concrete abutments and wingwalls
total length: 42.8'	total length: 45.0'	floor/decking : concrete deck
roadway wdt.: 16.1'	roadway wdt.: 18.5'	other features: solid parapet walls

8. HISTORICAL DATA

"The entire Clifton-Solomonville Highway was constructed by convict labor," State Engineer B.M. Atwood stated in 1918. Atwood's statement was true to a point, but this early state route had been preceded - at least over part of its route - by an even earlier toll road. Although the origin of the original Solomonville Road is obscure, a George B. Goruble was granted a five-year extension of the toll franchise by Graham County in July 1907. That year, two small-scale concrete arches were constructed on the road west of Clifton to carry wagon traffic over the Morenci Southern and the Arizona and the New Mexico railroads. The arches were simply constructed, with crude formwork, rudimentary design and a complete absence of architectural detailing. They were later incorporated into the state highway and, when that too was rerouted, into the county road. The two Solomonville Road overpasses now carry intermittent traffic in unaltered condition.

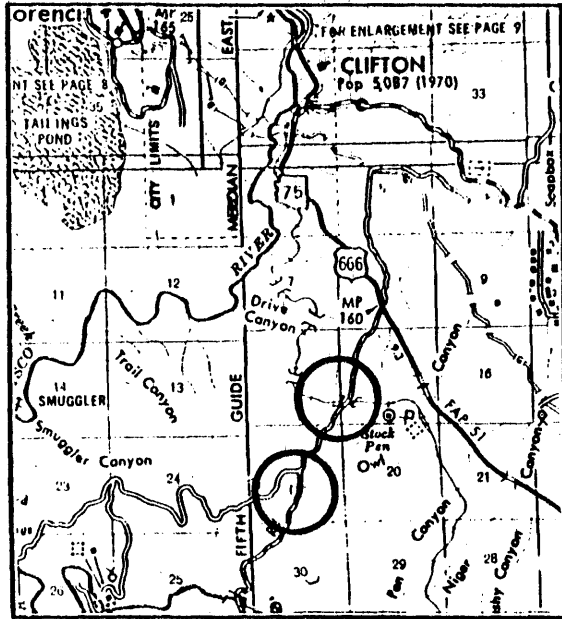
9. SIGNIFICANCE

Though modest in scale and design, these two structures are historically significant as the earliest dateable grade separations in Arizona. They are predated by only one other bridge in the state - the Alchesay Canyon Bridge (1532; built 1904-05). More important, they are significant as the only remaining structures in the state traceable to an early toll road and are therefore important remnants of Arizona territorial history.

10. NAME(S) OF STRUCTURE

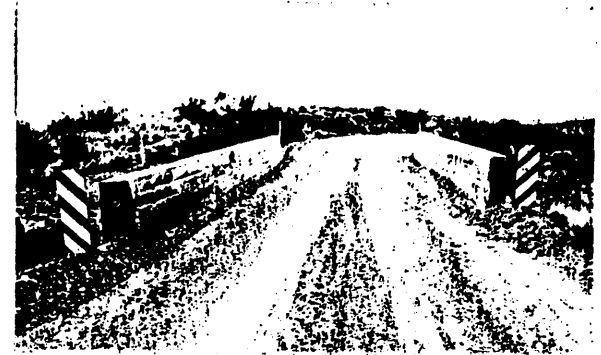
Solomonville Road Overpass

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



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION
GENERAL HIGHWAY MAP



12. SOURCES

Bridge Record, Arizona City Streets and County Roads: 8150, 8151; Structures Section, Arizona Department of Transportation, Phoenix AZ

Proceedings of the Graham County Board of Supervisors: 6 July 1907 (Book 5, page 458).

Field inspection by Clayton Fraser, 26 February 1987.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987