

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>
<b>Property Name</b>	<b>County</b>	<b>State</b>

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 Andrus  
**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, Alchey 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.

1621/1622

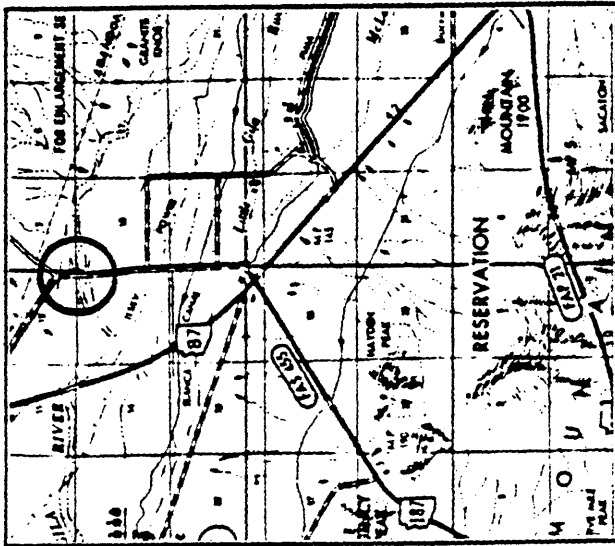
<b>1. NAME(S) OF STRUCTURE</b> Sacaton Dam Bridge; San Tan Canal Bridge ADOT: 3165; 3164		<b>3. DATE(S) OF CONSTRUCTION</b> 1924-25; 1925-26
<b>2. LOCATION</b> Gila River Indian Reservation Road 3.2 miles east of Sacaton; NE1/4 S13 T4S R6E Pinal County, Arizona		<b>4. USE (ORIGINAL/CURRENT)</b> roadway bridge / roadway bridge
<b>6. CONDITION</b> good owner: U.S. Bureau of Indian Affairs		<b>5. RATING</b> NRI:P eligible: state significance
<b>7. DESCRIPTION</b> span number : 25 ; 3 span length : 50.0'; 40.0' total length: 1486.5'; 110.0' roadway wdt.: 18.8'; 18.5' superstructure: reinforced concrete slab and girder (4 girder) substructure : concrete abutments and wingwalls w/ solid concrete piers floor/decking : concrete deck other features: moulded concrete guardrails w/ paneled concrete parapet walls; covered concrete brackets; curved girder haunches; diversion dam structures at bridge base		
<b>8. HISTORICAL DATA</b> For centuries, the Pima and Maricopa Indians irrigated and farmed the fertile Gila River Valley, until anglos diverted large quantities of water from the upper river in the late 19th C. To compensate for the loss, Congress in May 1916 authorized the San Carlos Irrigation Project. A major component of the project involved construction of a diversion dam on the Gila near the Indian village of Sacaton. A multi-span concrete bridge would carry highway traffic over the dam. While Pinal and Maricopa counties hurried to build roads to connect with the new bridge, Charles Washburn, an engineer for the Irrigation Division of the U.S. Indian Service designed the structure in 1922. Rather than contract for the construction, USIS instead hired Pima and Papago Indians to build the immense structure. The Sacaton Dam Bridge was completed on June 30, 1925. As the bridge was nearing completion in 1925, the Arizona Highway Department built a 3-span skewed concrete girder at its north end to span the San Tan Canal. Both structures now carry intermittent traffic on the Gila River Indian Reservation.		
<b>9. SIGNIFICANCE</b> Arizona's longest bridges have historically been built over the Gila River. Of the five longest vehicular structures in the state in 1927 (Antelope Hill, 1765'; Gillespie Dam, 1660'; Tempe, 1508'; Sacaton, 1486'; and Florence, 1430'), four spanned the Gila. The fourth longest bridge on the list, the Sacaton Dam Bridge is distinguished as the only one of these earliest multi-span concrete structures still in active use. As an integral component of a major effort by the Indian Service to facilitate irrigation on the Gila Indian Reservation, the bridge and dam illustrate federal involvement in the region. The diversion dam has deteriorated through disuse, but the bridge remains in good condition. The Sacaton Dam Bridge remains as one of Arizona's most significant early vehicular spans.		

NPS Form 10-900 (4/86)

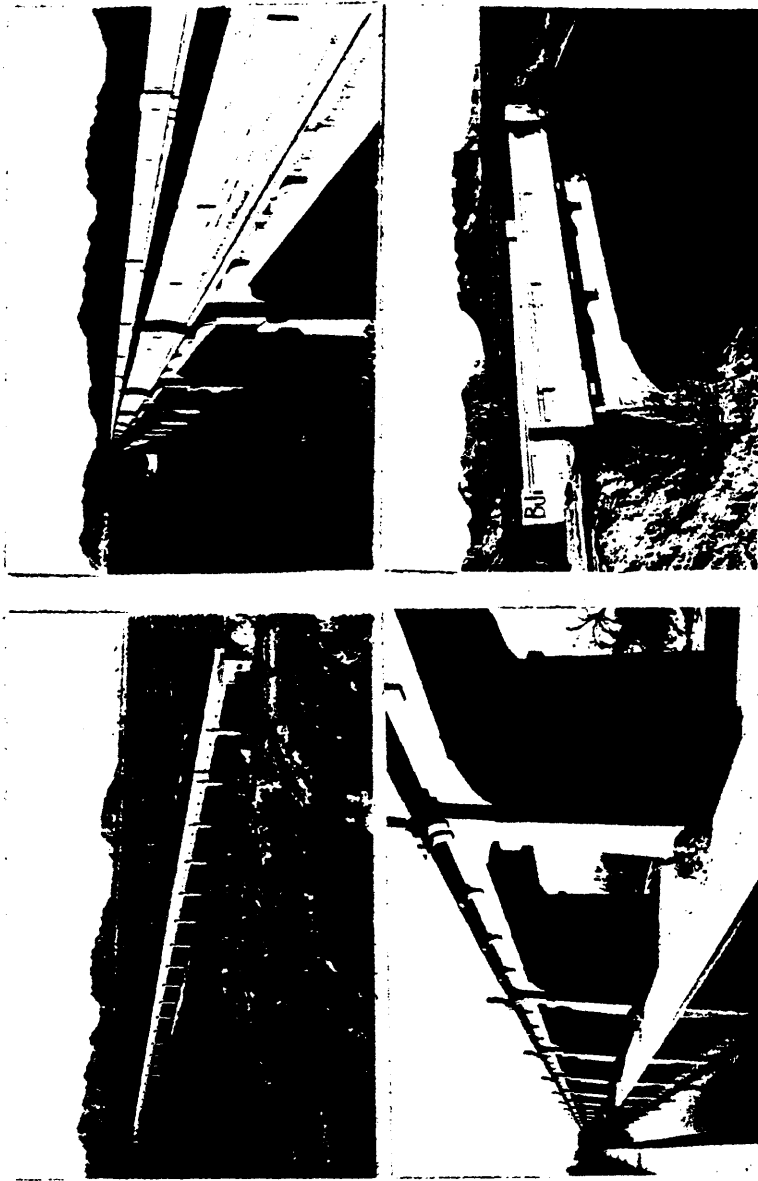
Historic American Buildings Survey / Historic American Engineering Record  
 National Park Service, U.S. Department of the Interior, P.O. Box 37127, Washington, DC 20013-7127

10. NAME(S) OF STRUCTURE  
 Sacaton Dam Bridge

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



LOCATION MAP  
 TAKEN FROM DEPARTMENT OF TRANSPORTATION  
 GENERAL HIGHWAY MAP



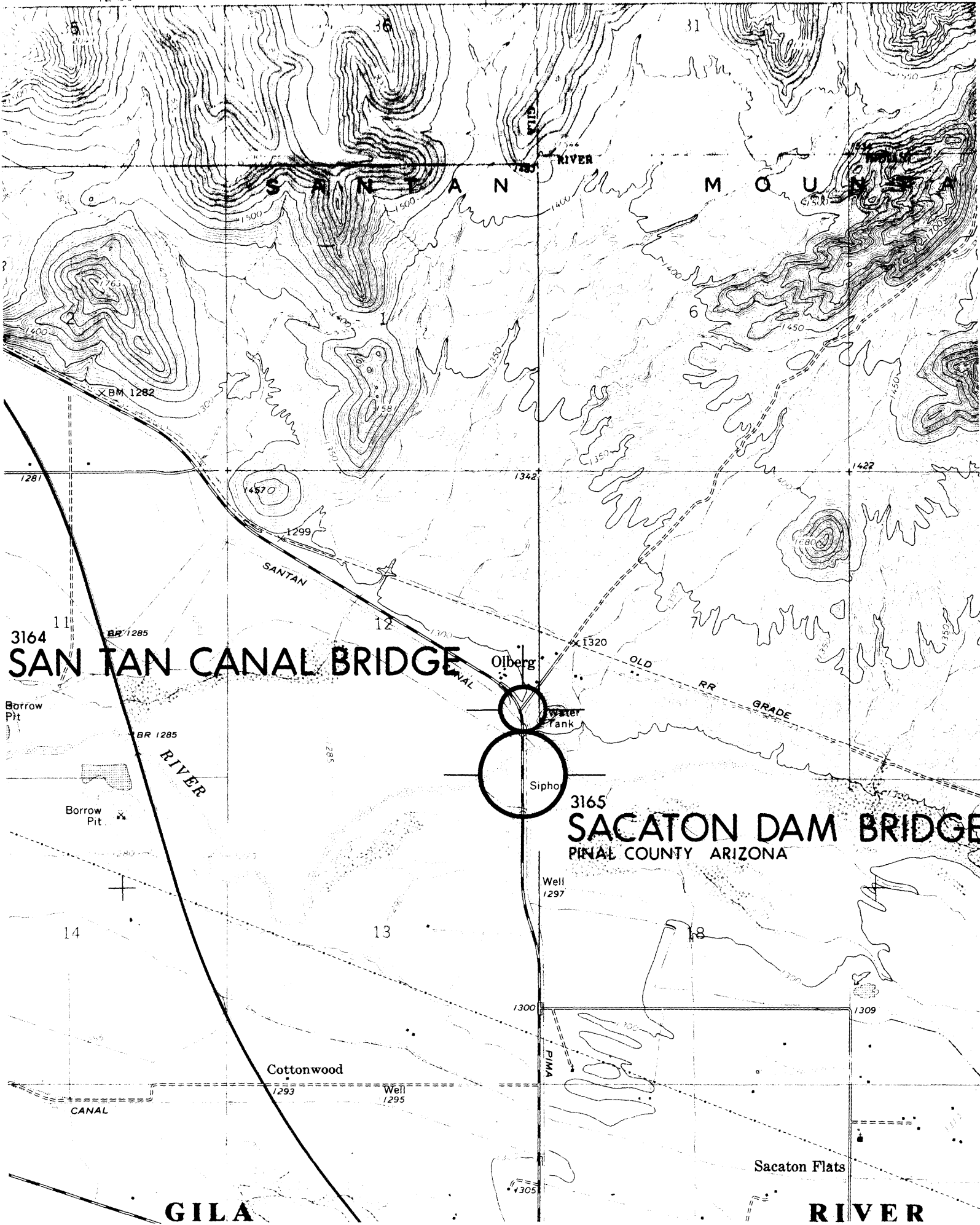
Dedication plate on bridge: "Sacaton Diversion Dam and Bridge; Construction by U.S. Indian Service Irrigation Division; Completed June 30, 1925...Built largely by Pima and Papago Indians."

Original construction drawings, Structures Section, Arizona Department of Transportation, Phoenix AZ.  
 Field inspection by Clayton Fraser, 22 February 1987.

13. INVENTORIED BY:  
 Clayton B. Fraser

AFFILIATION  
 Fraserdesign Loveland Colorado

DATE  
 1 April 1987



3164  
**SAN TAN CANAL BRIDGE**

3165  
**SACATON DAM BRIDGE**  
 PINAL COUNTY ARIZONA

**GILA**

**RIVER**