

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

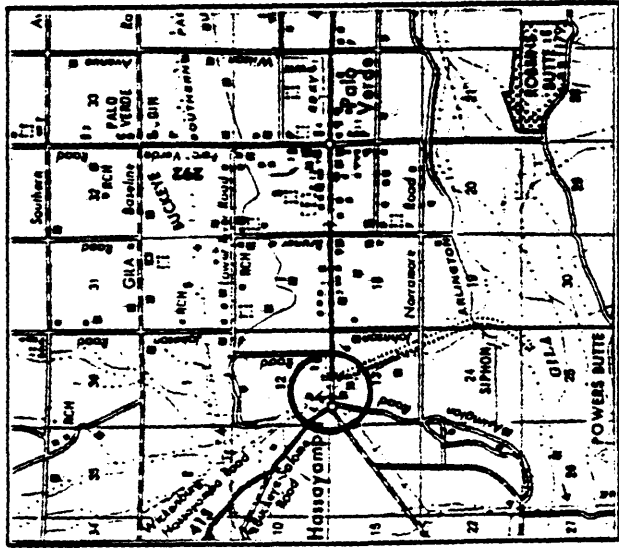
See "HABS/HAER Inventory Guidelines" before filling out this card.

<p>1. NAME(S) OF STRUCTURE Hassayampa River Bridge</p> <p>2. LOCATION Old U.S. 80 over the Hassayampa River Hassayampa; NW1/4 S13 T1S R5W Maricopa County, Arizona</p>	<p style="text-align: right;">ADOT: 9152</p> <p>3. DATE(S) OF CONSTRUCTION 1929</p> <p>4. USE (ORIGINAL/CURRENT) highway bridge / roadway bridge</p> <p>5. RATING NRHP eligible: state significance</p>
<p>6. CONDITION excellent; sufficiency rating: 80.0</p> <p style="text-align: right;">owner: Maricopa County</p>	
<p>7. DESCRIPTION</p> <p>span number : 7 span length : 45.7' total length: 319.6' roadway wdt.: 24.2'</p> <p>superstructure: reinforced concrete slab and girder (4-girder) substructure : concrete abutments and wingwalls w/ solid concrete piers floor/decking : asphalt over concrete deck other features: moulded concrete guardrails w/ arch-pierced concrete walls; cantilevered roadway w/ tapered cantilevered brackets; tapered girder haunches at piers</p>	
<p>8. HISTORICAL DATA</p> <p>In 1927, the Arizona Highway Department began the design process for a new bridge to replace the existing concrete/steel structure which carried U.S. Highway 80 over the Hassayampa River. For this crossing in rural Maricopa County, the bridge department engineered a multi-span concrete slab-and-girder structure, with concrete abutments and piers, using standard design parameters. The new Hassayampa River Bridge would entail over 2000 cubic yards of concrete and almost 146,000 pounds of reinforcing steel. Advertisising the project under FAP 71 (Reopened), AHD received bids in November 1928 from four contractors: R.H. Martin of Tucson, the Levy Construction Company of Denver, Wicks Engineering and Construction Company of Des Moines, Iowa, and String and Grant of Springville, Utah. Strong and Grant were low bidders among the four at \$47,325 and were awarded the construction contract on December 4. They began construction in January 1929 and completed the bridge in July. Following a subsequent realignment of the highway, the Hassayampa River Bridge was relegated to the county road status, under which it functions unaltered today.</p>	
<p>9. SIGNIFICANCE</p> <p>This crossing of the Hassayampa River was an important one on U.S. 80, the Ocean-to-Ocean Highway. An important early transcontinental route, this was Arizona's most heavily trafficked highway. Technologically, the Hassayampa River Bridge is a representative example of reinforced concrete technology as practiced by the Arizona Highway Department.</p>	

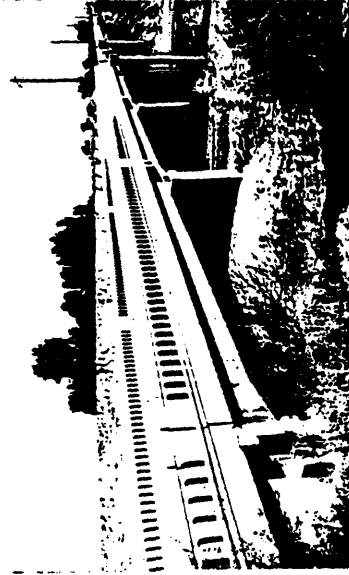
10. NAME(S) OF STRUCTURE

Hassayampa River 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 City Streets and County Roads: 9152; Structures Section, Arizona Department of Transportation, Phoenix AZ

Arizona Highways, 10:1927:8; 12:1928:12; 2:1929:29; 3:1929:27; 4:1929:28; 6:1929:28; 7:1929:19; 8:1929:19.

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

Field inspection by Clayton Fraser, 11 December 1986.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987