

**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

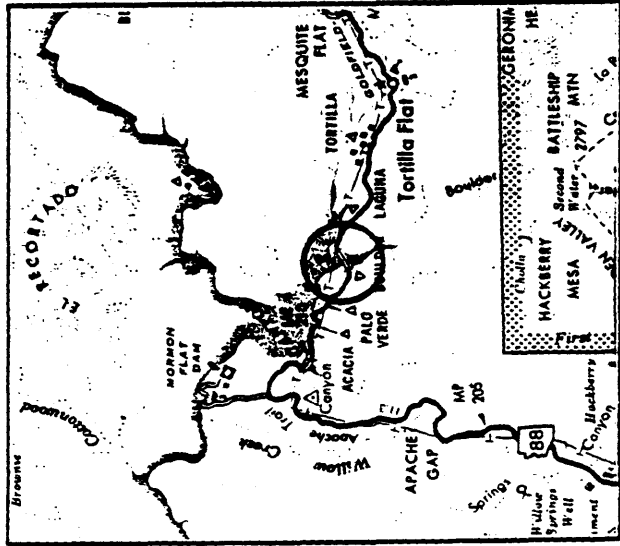
See "HABS/HAER Inventory Guidelines" before filling out this card.

<p>1. NAME(S) OF STRUCTURE Mormon Flat Bridge (Willow Creek Bridge)</p> <p>2. LOCATION State Highway 88 over Willow Creek; milepost 209.62 3.8 miles west of Tortilla Flat; unplatted T2N R9E Maricopa County, Arizona</p>	<p>3. DATE(S) OF CONSTRUCTION 1924-25</p> <p>4. USE (ORIGINAL/CURRENT) highway bridge / highway bridge</p> <p>5. RATING NRHP eligible; local significance</p>
<p>6. CONDITION excellent; sufficiency rating: 62.5 owner: Arizona Department of Transportation</p> <p>span number : 1 span length : 160.0' total length: 179.5' roadway wdt.: 15.0'</p> <p>superstructure: riveted steel, 9-panel Camelback through truss substructure : concrete abutments and pier w/ brick wingwalls floor/decking : steel grate deck over steel stringers other features: upper chord: 2 channels w/ cover plate and webbing; lower chord: 2 angles w/ batten plates; vertical: 2 angles w/ webbing; diagonal: 2/4 angles w/ batten plates; strut and lateral bracing: 1 angle; floor beam: 1 beam; steel channel guardrails</p>	
<p>7. DESCRIPTION</p> <p>As work on the Mormon Flat Dam northeast of Apache Junction neared completion in 1923, the Salt River Valley Water Users' Association was charged with building a new road and two new bridges on the Apache Trail to replace existing structures flooded by the newly created reservoir. The association built a 342' timber trestle at Labarge Wash and prepared to build a similar structure at Willow Creek. Calling the Labarge Wash trestle "of questionable strength and durability," the Arizona Highway Department instead proposed a steel truss across the small canyon over Willow Creek and agreed to pay the difference in cost. AHD engineers hurriedly designed this medium-span through truss, ordered its fabrication, and on November 28, 1924, began building the abutments. Under general foreman M.H. Hasler, a state work force pushed the bridge's construction through the winter. As the rising water flooded the timber bridge on the lower road, traffic was routed over the partially completed Mormon Flat Bridge on February 1, 1925. The crew completed the decking at the end of the month, and the truss has functioned since with only deck replacement.</p> <p>The Mormon Flat Bridge was erected as a state project, because the narrow, winding Apache Trail could not meet Bureau of Public Roads specifications for a federal aid highway. Though never a major arterial, the Trail passes through some of Arizona's most spectacular desert scenery. It has historically been one of the state's most famous routes and has not changed substantially since its rehabilitation and by AHD in the early 1920s. Technologically, the bridge is distinguished as one of only three riveted Camelback through trusses found in the inventory (others: Gillespie Dam Bridge (8021), Walnut Grove Bridge (8227)).</p>	
<p>8. SIGNIFICANCE</p>	
<p>9. HISTORICAL DATA</p>	

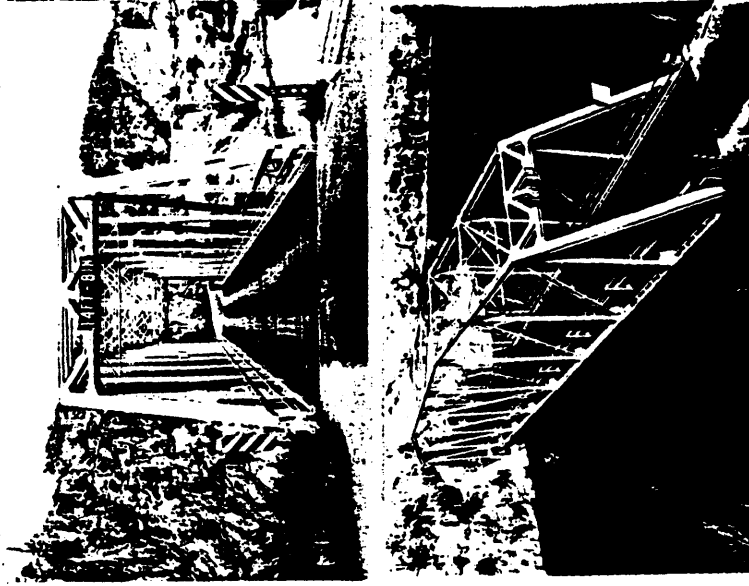
10. NAME(S) OF STRUCTURE

Mormon Flat Bridge

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



LOCATION MAP
 TAKEN FROM DEPARTMENT OF TRANSPORTATION
 GENERAL HIGHWAY MAP



Bridge Records, Arizona State Highway System: 0026; Structures Section, Arizona Department of Transportation, Phoenix AZ
 Ralph Hoffman, Bridge Engineer, "Building the Mormon Flat Bridge," Arizona Highways, 6:1925:6,22.
 Sixth Biennial Report of the State Engineer, Arizona: 1922-1924, (Phoenix: Manufacturing Stationers, Inc., 1924),
 pages 188-90.

Seventh Biennial Report of the State Engineer, Arizona: 1924-1925, (Phoenix: Kelly Print, 1924), pages 71, 77, 132.
 Field inspection by Clayton B. Fraser, 20 February 1987.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987