NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

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

Various	Various	Arizona
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 Patricia Andrus 9/30/88
Signature of the Keeper 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
Queen Creek Bridge ADOT: 8440

2. LOCATION
Old Florence Highway over Queen Creek
3.6 miles southwest of Queen Valley; NE1/4 S4 T2S R10E
Pinal County, Arizona

3. DATE(S) OF CONSTRUCTION
1919-20

4. USE (ORIGINAL/CURRENT)
highway bridge / roadway bridge

5. RATING
NRHP eligible: local significance

6. CONDITION
good; sufficiency rating: 81.5 owner: Pinal County

7. DESCRIPTION

span number : 1
span length : 120.0'
total number: 136.0'
roadway wdt.: 19.3'

superstructure: reinforced concrete Luten arch w/ cantilevered roadway
substructure : concrete abutments and wingwalls on driven piles
floor/decking : asphalt over concrete deck w/ earth fill
other features: moulded concrete guardrails w/ paneled concrete bulkheads and precast, moulded balusters; plain, tapered cantilever brackets; incised line on arch ring

8. HISTORICAL DATA

In 1917, the Arizona Highway Department began the engineering for the Mesa-Superior Highway in Pinal County. As one of the first Federal Aid Projects in the state, one 11.71-mile segment of the route near Florence Junction was designated FA 7, Section 2-B. State work forces began work on the grading and small drainage structures of the section in March 1919. The crossings of the Queen Creek main and overflow channels north of Florence Junction, however, required more substantial structures, and for these the AHD bridge department delineated twin long-span Luten arches like the recently completed Holbrook Bridge. (The overflow channel bridge was later eliminated by raising the highway grade slightly.) AHD contracted with the Topeka Bridge and Iron Company of Kansas to build the bridge over the main channel: AHD to provide cement and steel for $4016, Topeka to design and build the bridge for $14,000. Under the direction of AHD Inspector James Bone, Topeka completed the Queen Creek Bridge on May 6, 1920. The highway (U.S. 60) has since been realigned, and the bridge now carries local traffic in essentially unaltered condition.

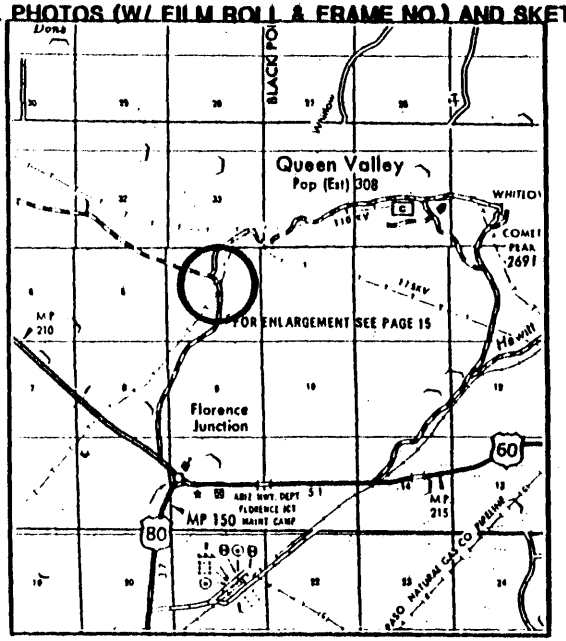
9. SIGNIFICANCE

Strategically located on the routes between Phoenix and Tucson and Phoenix and Globe, the Mesa-Superior Highway formed a short but pivotal route in central Arizona, and the Queen Creek Bridge provided an important crossing on that route. As such, this structure enjoys some degree of historical significance as an integral link on a regionally important transportation artery. Technologically, the bridge is significant as an exemplary long-span Luten vehicular arch. It is one of thirteen Luten arches identified in Arizona, all of which were associated directly - either through engineering or construction - with the Topeka Bridge and Iron Company, the western representative of Daniel B. Luten's Indiana-based National Bridge Company. Designed by Topeka Bridge staff engineer R.V. Leeson and built by the company itself, Queen Creek Bridge is thus closely associated with this important national bridge company. It was the last Luten arch built on a state route. In unaltered and good condition, the bridge typifies an important Arizona bridge building trend.

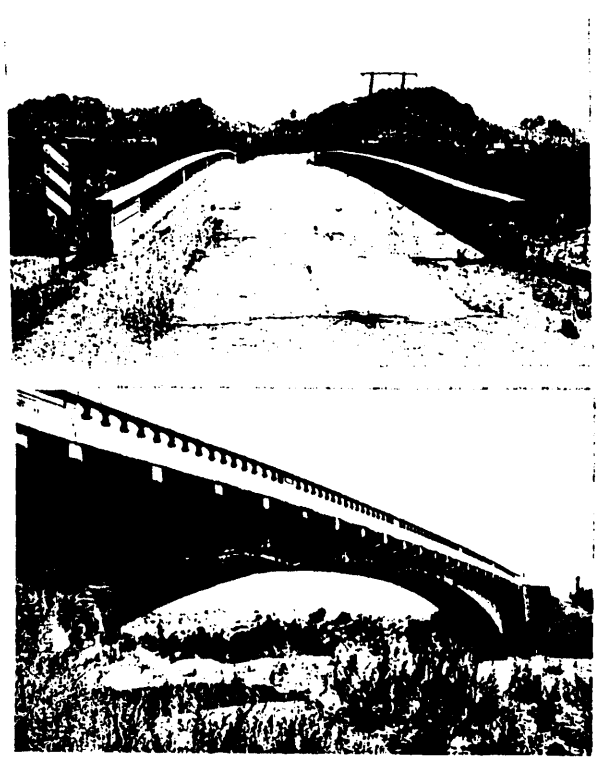
10. NAME(S) OF STRUCTURE

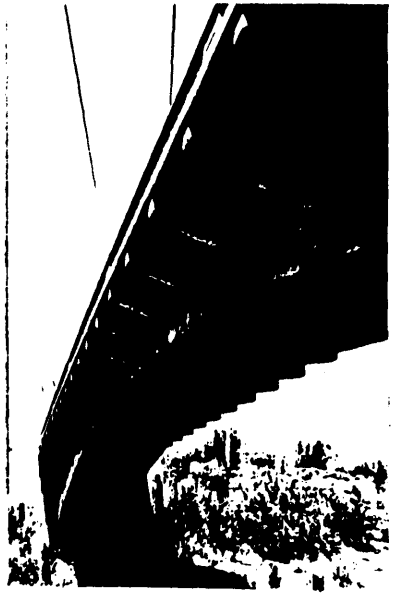
Queen Creek Bridge

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: 8440; Structures Section, Arizona Department of Transportation, Phoenix AZ.

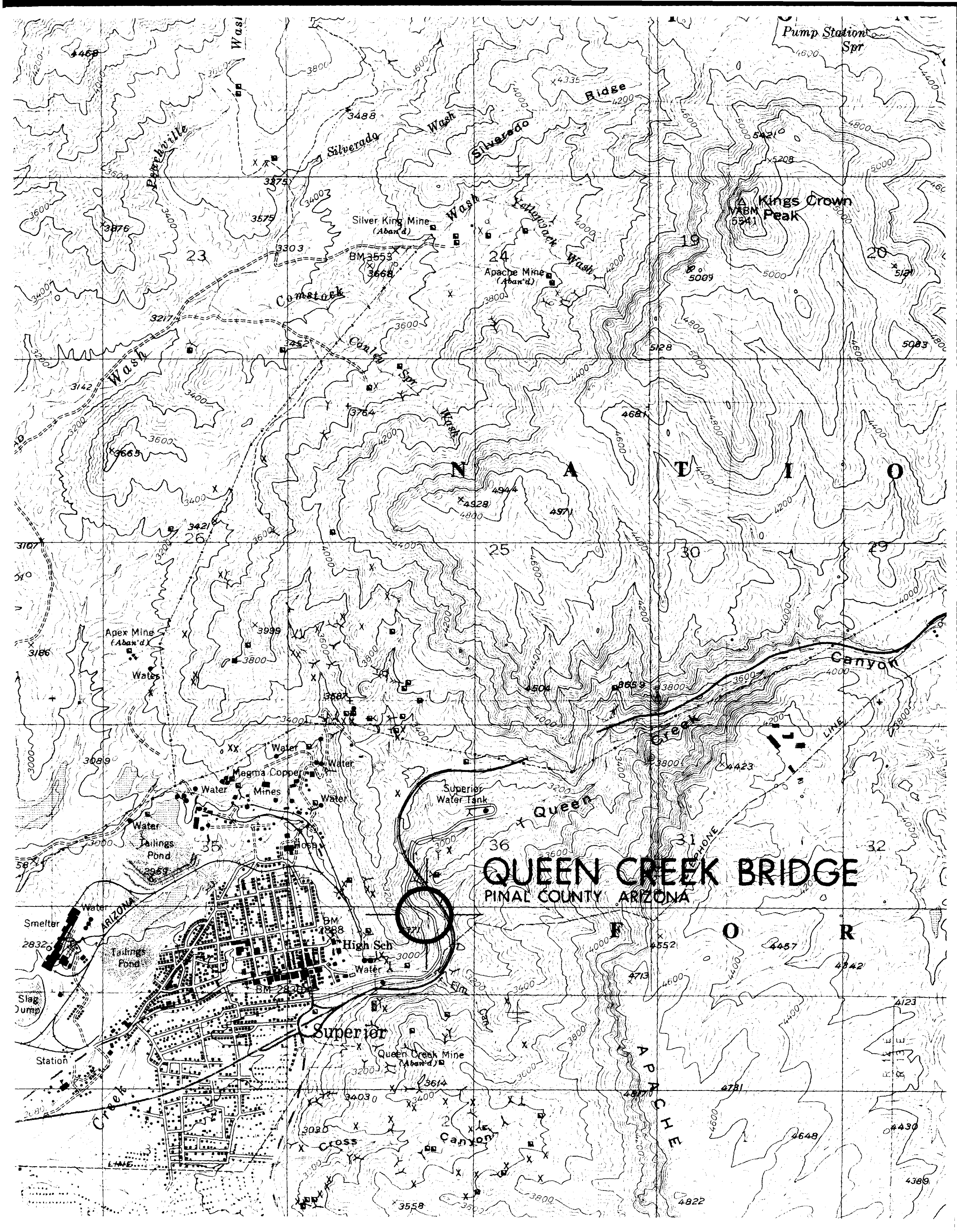
Third Biennial Report of the State Engineer of Arizona, 1916-1918, (Phoenix: Arizona State Press, 1918), page 130.

Fourth Biennial Report of the State Engineer of Arizona, 1918-1920, (Phoenix: Republican Print Shop, 1920),pages 51,60.

Fifth Biennial Report of the State Engineer of Arizona, 1920-1922, (n.p., 1922), pages 119-20.

Field inspection by Clayton Fraser, 21 February 1987.

13. INVENTORIED BY:	**AFFILIATION**	**DATE**
Clayton B. Fraser	Fraserdesign Loveland Colorado	1 April 1987


QUEEN CREEK BRIDGE
PINAL COUNTY ARIZONA
Superior
Silver King Mine (Aban'd)
Apache Mine (Aban'd)
Kings Crown Peak
Apex Mine (Aban'd)
Magma Copper Mines
Superior Water Tank
Queen Creek Mine (Aban'd)
Smelter
Tailings Pond
Slag Dump
Station
High Sch
Pump Station
Canyon
Queen
Creek
Cross Canyon
Comstock Wash
Silverado Wash
Yellowjack Wash
N A T I O
F O R
APACHE