

# HABS/HAER INVENTORY

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

<b>1. NAME(S) OF STRUCTURE</b> Holbrook Bridge (Little Colorado River Bridge)	<b>3. DATE(S) OF CONSTRUCTION</b> 1928 See continuation sheet
<b>2. LOCATION</b> State Highway 77 over the Little Colorado River; milepost: 388.20 Holbrook; SMI/4 S6 T17N R21E Navajo County, Arizona	<b>4. USE (ORIGINAL/CURRENT)</b> highway bridge / highway bridge <b>5. RATINGS</b> NRHP eligible: local significance
<b>6. CONDITION</b> fair/good; sufficiency rating: 31.7 owner: Arizona Department of Transportation	

span number : 4  
 span length : 87.5'  
 total length: 355.2'  
 overall wdt.: 19.0'

superstructure: riveted steel, 10-panel Warren pony truss w/verticals at alt. panel points  
 substructure : concrete abutments and wingwalls w/ solid concrete piers  
 floor/decking : concrete deck w/ steel stringers  
 other features: upper chord: 2 channels w/ cover plate and webbing; lower chord: 2 channels w/ batten plates; vertical & diagonal: 4 angles w/ continuous plate; floor beam: I beam; lateral bracing: 1 angle; pierced concrete guardrails; pin-connected rocker bearings; pedestrian sidewalks cantilevered outside of truss web on both sides

In 1914, the El Paso Bridge and Iron Company erected a 2-span steel truss to replace the existing timber structure over the Little Colorado River at Holbrook. The bridge stood until the Lyman Dam broke on April 14, 1915, severely damaging its abutments. Although repairable in 1915, ten years later the Holbrook Bridge was deemed no longer suitable to carry traffic when Arizona Highway Department engineers began to survey a portion of the Holbrook-St. Johns Highway (U.S. 70) in November 1925. By July 1926, the bridge department had engineered this 4-span pony truss with cantilevered sidewalks. The bridge would be substantial, requiring over 372,000 pounds of structural steel and 789 cubic yards of concrete. AID waited over a year for the Bureau of Roads to approve the design before letting bids for construction of the Holbrook Bridge. On December 12, the agency contracted with the Levy Construction Company of Denver under Federal Aid Project 78-B for \$56,522. Levy's crew began construction in February and by April had poured piers 4 and 5. On September 9, the Holbrook Bridge was completed. It has since functioned unaltered and is now scheduled for replacement.

As a major river crossing in the county seat, the Holbrook Bridge (and its predecessors) has historically formed a regionally important transportation link in northeast Arizona. The bridge is technologically significant as one of the few multi-span vehicular trusses remaining in the state. Such structures were never common, and, through attrition, only four multi-span pony trusses remain in use: the Holbrook and St. Joseph bridges over the Little Colorado River in Navajo County and the Hereford and Charleston bridges over the San Pedro River in Cochise County. A representative example of one of the most common vehicular truss configurations in America, the Holbrook Bridge is a noteworthy early structure. It has been determined eligible for NRHP informally by ADOT and ASHPD.



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## National Register of Historic Places Continuation Sheet

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Holbrook Bridge (Little Colorado River Bridge): Period of Significance, 1928-1939. Period of significance begins with construction of the bridge in 1928 and extends through the end of the historic period, since the bridge has continuing transportation significance.