

**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 Andrew
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, Pumhouse 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

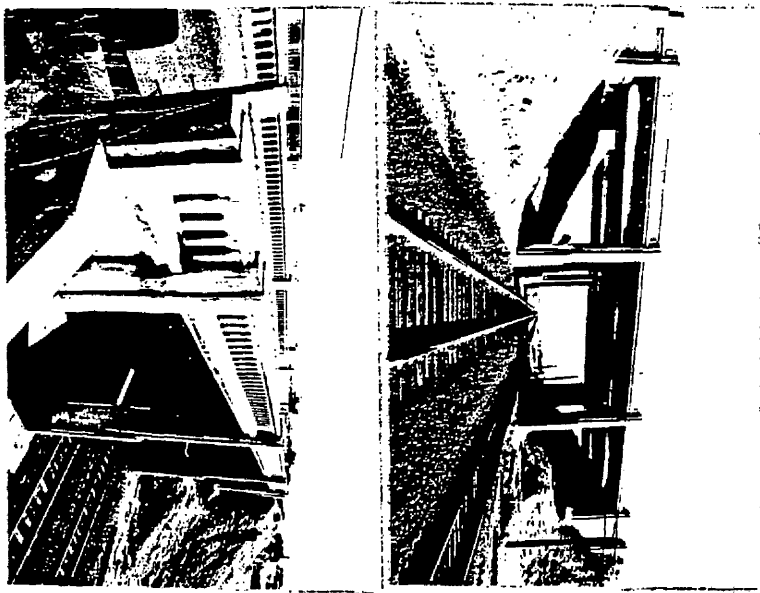
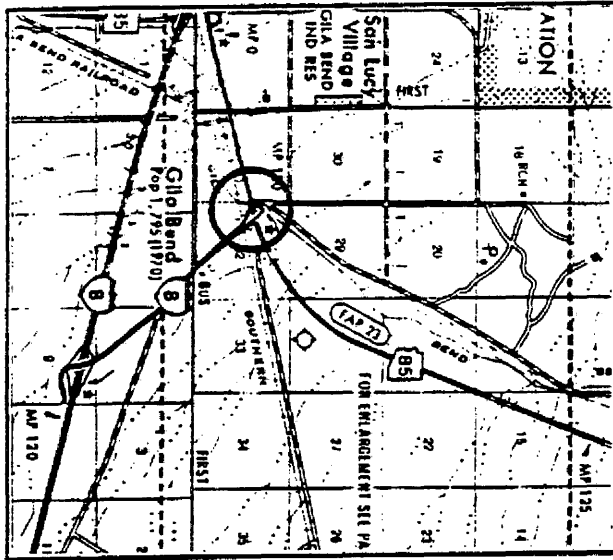
See "HABS/HAER Inventory Guidelines" before filling out this card.

1. NAME(S) OF STRUCTURE Gila Bend Overpass ADOT: 0118	3. DATE(S) OF CONSTRUCTION 1934 4. USE (ORIGINAL/CURRENT) highway overpass / highway overpass 5. RATING NRHP eligible: local significance
2. LOCATION Business Highway 8 over the Southern Pacific Railroad; milepost 120.46 Gila Bend; NW1/4 S32 T5S R4W Maricopa County, Arizona	6. CONDITION excellent; sufficiency rating: 94.5 owner: Arizona Department of Transportation span number : 3 span length : 45.0' total length: 148.0' roadway wdt.: 24.0' superstructure: skewed steel deck girder (2 I-beam girders) substructure : concrete abutments and wingwalls w/ spill-through concrete piers floor/decking : asphalt over concrete deck other features: moulded concrete guardrails w/ arch-pierced parapet walls; Art Moderne stepped pylons
7. DESCRIPTION National Recovery Secondary Project 100-A involved construction of 25.8 miles of State Highway 84 from Gila Bend east. At the west end of the project, the Arizona Highway Department developed an overpass to carry the highway over the Southern Pacific Railroad as part of a statewide program to eliminate on-grade highway crossings with railroads. For the Gila Bend Overpass - designated NRS Project 100-B - the AHD bridge department in 1933 engineered this three-span structure. The steel girder superstructure was straightforwardly plain, but the concrete piers and abutments were formed as Art Moderne pylons, giving the bridge an architectural treatment. On February 9, 1934, AHD contracted with Phoenix-based road contractors Vinson and Pringle, low bidders at \$42,528. Legal problems snarled the highway construction, but Vinson and Pringle pushed work on the overpass, completing it in June 1934. The Gila Bend Overpass no longer carries the mainline of traffic over the railroad, but still functions as designed on a secondary basis as part of Business Highway 8. 8. HISTORICAL DATA Named for a large sweep in the Gila River, the small town of Gila Bend straddled the crossroads of U.S. 80 (the Yuma-Phoenix Highway) and State Highway 84 (Gila Bend-Tucson Highway). The Gila Bend Overpass was strategically located at this crossroad. It was one of three railroad grade separations erected simultaneously with an Art Deco architectural treatment by the Arizona Highway Department - "the first of its type in architectural treatment to be constructed in Arizona," according to AHD. The other two (the Riordan Overpass near Flagstaff and the overpass in U.S. 80 between Tucson and Benson) have since been replaced, leaving this structure as the lone example of this formative aesthetic exercise.	
9. SOURCE CATCH NPS FORM 10-909 (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

Southern Pacific Overpass

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



Bridge Record, Arizona State Highway System: 0118; Structures Section, Arizona Department of Transportation, Phoenix AZ.
 Arizona Highways: 3:1934:13,14,21; 4:1939:17; 5:1934:12; 6:1934:147:1934:15.
 Field inspection by Clayton Fraser, 11 December 1986.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987