

HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE

Canyon Padre Bridge

2. LOCATION

Abandoned grade of U.S. 66 over Canyon Padre
21.8 miles east of Flagstaff; SW1/4 S36 T21N R10E
Coconino County, Arizona

3. DATE(S) OF CONSTRUCTION

1913-14

4. USE (ORIGINAL/CURRENT)

highway bridge / abandoned

5. RATING

NRHP eligible: state significance

6. CONDITION

fair

owner: Coconino County

span number : 1	superstructure: reinforced concrete Luten arch w/ cantilevered roadway
span length : 125.0'	substructure : concrete abutments and wingwalls w/ stepped stone parapets
total length: 147.8'	floor/decking : concrete deck over earth fill
roadway wdt.: 15.5'	other features: moulded concrete guardrails w/ paneled bulkheads and moulded, precast balusters; coved cantilever brackets

7. DESCRIPTION

8. HISTORICAL DATA

9. SIGNIFICANCE

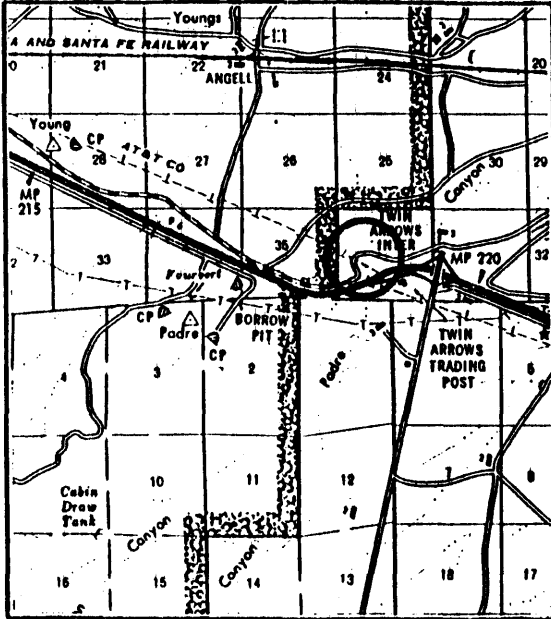
The Santa Fe Highway across northern Arizona crossed rugged Canyon Padre in Coconino County about 22 miles east of Flagstaff. Though not particularly deep or wide, the canyon formed a major topographical impediment to traffic, and in 1913 Arizona State Engineer Lamar Cobb acted to bridge it. That year, Division Engineer J.S. Barlow and Coconino County Engineer E. Ray Lamport located and surveyed a bridge site, delineating a 136' span. The state engineer's office in July advertised for competitive proposals and designs. The Topeka Bridge and Iron Company of Kansas, western representative of Daniel Luten's National Bridge Company, was awarded the construction contract for \$7900. For the crossing, Topeka designed this 140' Luten arch with a cantilevered roadway. Construction began in September and, under the direction of Assistant Engineer W.H. Caruthers, was completed in April 1914. Although its tightly curved approaches were dangerous, the Canyon Padre Bridge carried traffic until its replacement in 1937. It now carries sparse local traffic on the Navajo Indian Reservation.

In the ten years after securing a patent in 1900, Daniel B. Luten built some 4000 Luten, or horseshoe, arches across America. Though not one of Luten's larger customers, the State of Arizona did contract for design and /or construction of about a dozen of his long-span arches in the 1910s at major highway crossings. The Canyon Padre Bridge is distinguished as the state's first Luten arch, designed by Luten himself and erected by his western company, the Topeka Bridge and Iron Company. The bridge is historically important as an intact portion of a nationally significant route. Alternately known as the Santa Fe Highway (in Arizona) and the Old Trails Highway (its national appellation), it has served historically as the principal east-west transcontinental route across northern Arizona. Only the Ocean-to-Ocean Highway, which passed through Yuma, Phoenix and Safford, carried more traffic in the state in the 1910s and 1920s. Although deteriorated somewhat, the Canyon Padre Bridge is one of Arizona's most important vehicular spans.

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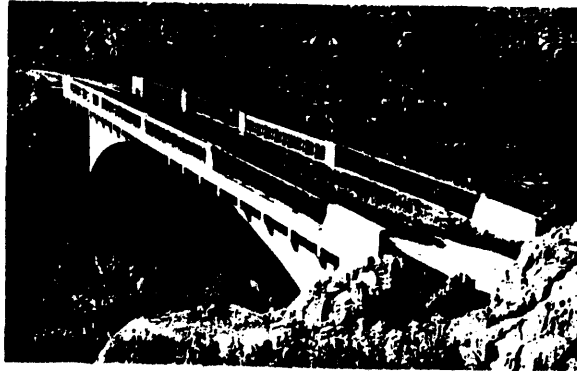
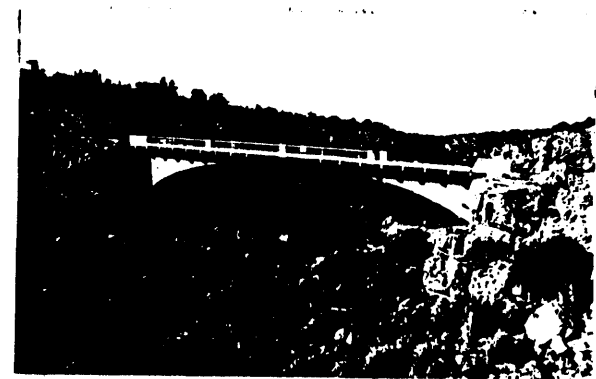
Canyon Padre Bridge

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



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION
GENERAL HIGHWAY MAP



Report of the State Engineer of Arizona, 1909-1914 (Phoenix: The Arizona State Press, 1914), pages 83, 106.

Second Biennial Report of the State Engineer of Arizona, 1914-1916 (Phoenix: The McNeil Company, 1916), page 92.

Third Biennial Report of the State Engineer of Arizona, 1916-1918 (Phoenix: The Arizona State Press, 1918), page 60.

Fifth Biennial Report of the State Engineer of Arizona, 1918-1920 (n.p., 1920), page 60.

Field inspection by Clayton Fraser, 7 October 1986

12. SOURCES

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987