

**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

Vehicle 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, 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, Alchey 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 the card.

1. NAME(S) OF STRUCTURE St. Joseph Bridge (Little Colorado River Bridge)	3. DATE(S) OF CONSTRUCTION 1916-17
2. LOCATION Joseph City-Holbrook Road over Little Colorado River 4.4 miles southeast of Joseph City; SE1/4 S21 T18N R19E Navajo County, Arizona	4. USE (ORIGINAL/CURRENT) roadway bridge / roadway bridge 5. RATING NRHP eligible: local significance
6. CONDITION good; sufficiency rating: 21.3 owner: Navajo County	

span number : 6 span length : 83.0' total length: 500.0' roadway wdt.: 12.6'	superstructure: riveted steel, 4-panel Pratt pony truss w/ outriders substructure : concrete abutments, wingwalls and corrugated steel piers w/ concrete caps floor/decking : asphalt wheel tracks over timber deck other features: upper chord: 2 channels w/ cover plate and webbing; lower chord, vertical and diagonal: 2 angles w/ batten plates; floor beam: I beam, lateral bracing: 1 angle; steel lattice guardrails.
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7. DESCRIPTION

In April 1912, a citizens' group petitioned the Navajo County Board of Supervisors for a vehicular bridge over the Little Colorado River at St. Joseph. Typically, the board deferred the matter. In February 1915, another group asked for the bridge, but the board again deferred. Finally, in the wake of the Lyman Dam disaster, Navajo County voted a \$63,000 bond issue in January 1916 to finance construction of seven bridges, including the St. Joseph Bridge. In June, the board advertised for bids for their construction, receiving proposals and designs from 8 bridge companies the following month. Nebraska-based Omaha Structural Steel Works was awarded the contract for the St. Joseph Bridge and five other smaller structures for \$36,863. For this crossing, Omaha engineered a series of riveted pony trusses with steel stringers, timber deck, concrete-filled steel cylinder piers and timber pile approaches. Using steel rolled by Illinois and Ladkawanna, Omaha fabricated the medium-span trusses and erected them the following spring. The St. Joseph Bridge was complete by June 1917. It has functioned as a county bridge since.

8. HISTORICAL DATA

Before creation of the Arizona Territorial Engineer in 1909, vehicular bridges were built either by the counties or by private entities such as toll road operators. Following passage of the Federal Highways Act in 1916, the Arizona Highway Department began the standardization of bridge design and construction throughout the state. But in the early years, bridge building was still primarily a county function. The St. Joseph Bridge is one of the larger scale county-built structures in Arizona - designed, fabricated and erected under contract by a national bridge company. The bridge is significant as one of the few multi-span trusses remaining in the state. One of four riveted Pratt pony trusses identified in the inventory, it is further distinguished as the vehicular bridge with the greatest number of pony truss spans in the state. Although its structural replacement has diminished its integrity somewhat, the St. Joseph Bridge remains an important early example of truss construction.

9. SIGNIFICANCE

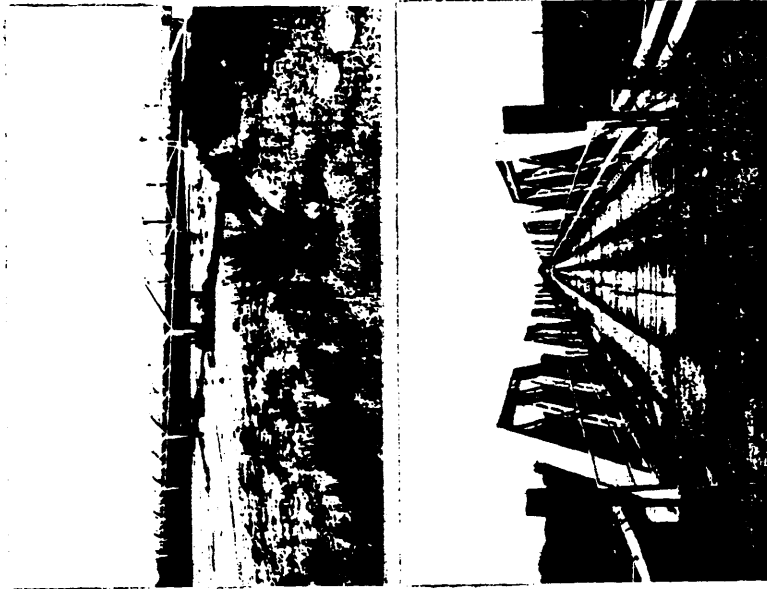
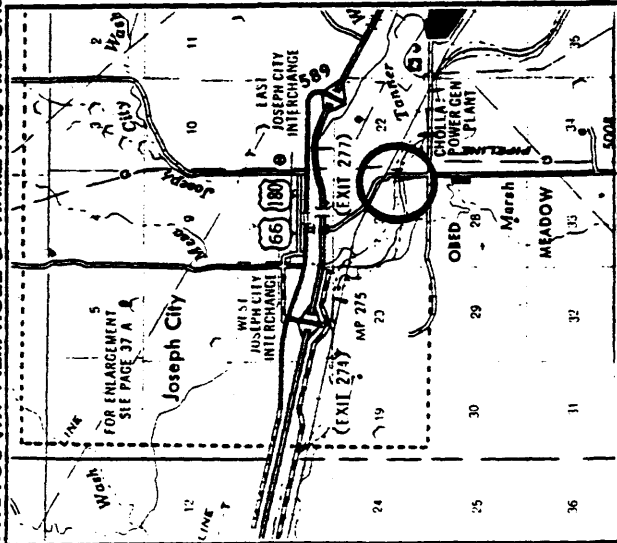
NPS Form 10-909 (4/86)

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

St. Joseph Bridge; (Little Colorado River Bridge)

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



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION GENERAL HIGHWAY MAP

Bridge Record, Arizona City Streets and County Roads: 8157; Structures Section, Arizona Department of Transportation, Phoenix AZ.

Proceedings of the Navajo County Board of Supervisors: 1 April 1912 (Book 3, page 308); 16 February 1915 (Book 4, page 18); 1 November 1915 (Book 4, page 112); 5 January 1916 (Book 4, pages 140-41); 24 January 1916 (Book 4, pages 184-87); 6 April 1916 (Book 4, pages 205-08); 6 June 1916 (Book 4, page 245); 3 July 1916 (Book 4, page 253); 9 August 1916 (Book 4, pages 279-83); 3 October 1916 (Book 4, page 306); 2 April 1917 (Book 5, page 2); 6 June 1917 (Book 5, page 19); 5 March 1917 (Book 4, page 417); 6 February 1917 (Book 4, page 362).

Field inspection by Clayton Fraser, 8 October 1986.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign

DATE

1 April 1987