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 Na	etional Pogistor of	
Places in accordance with the attacks subject to the following exception notwithstanding the National Parlin the nomination documentation.	tached nomination do ons, exclusions, or	cumentation amendments,
Signature of the Keeper	9/30 /88 Date of Actio	on

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.)

roadway wdt.:

span length: 27.3' total length: 130.2'

span length: span number

1. NAME(S) OF STRUCTURE
Broadway Bridge (Clarkdale Bridge; Bitter Creek Bridge)

2. LOCATION

Broadway Street over Bitter Creek Clarkdale; SEI/4 S13 T16N R2E

Yavapai County, Arizona

ADOT: 8488

4. USE (ORIGINAL/CURRENT)

a date(s) of construction 1917

roadway bridge / roadway bridge

5. RATING

NRHP eligible: local significance

6. CONDITION

fair/good; sufficiency rating: 92.9

owner: Yavapai County

substructure superstructure: reinforced concrete slab (skewed) concrete abutments and wingwalls w/ solid concrete piers

floor/decking : asphalt over concrete deck

other features: moulded concrete guardrails w/paneled concrete parapet walls; concrete

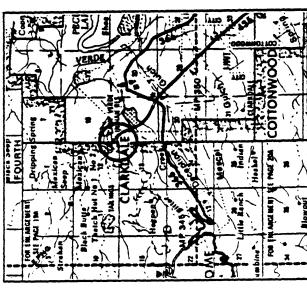
lamp post pedestals

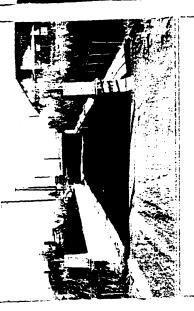
smelter as Broadway. The engineering department of the United Verde Copper Company in 1917 designed this multi-span concrete slab to carry Broadway over Bitter Creek and hired contractors Fleming and Stitzer to build it. The bridge completion in 1914, Clark laid out a company town, immodestly naming it Clankdale and grandly designating the road to the construction of a smelter to process the ore from his mines. As construction on the immense smelter complex was nearing Montana copper magnate William A. Clark purchased the United Verde Mines in Yavapai County in 1884. After serving a featured handsomely articulated concrete detailing, with decoratively formed parapet walls and bulkheads which supported light standards on each end. In 1920, Yavapai County purchased the Broadway Bridge from Clark. Although Clarkdale later term in the U.S. Senate (Montana; 1902-08), he later purchased land from the Jordan Ranch near Jerome and in 1910 began bridge still carries local traffic over Bitter Creek. folded with the mines, the Broadway Bridge remained in place. The town now serves as a retirement community and the

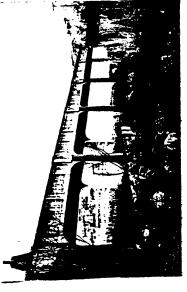
guished by the architectural treatment of its approaches - a rare commodity among the state's starkly engineered concrete spans. The bridge is historically significant for its association with the Verde Copper Company, a significant early Arizona industry. One of the few privately constructed roadway spans in Arizona, the Broadway Bridge is an important The most common vehicular bridge type in Arizona, the simple reinforced concrete slab is represented by over 175 structures in the inventory. The Broadway Bridge displays unadventurous span and total lengths, but is nevertheless technoearly remnant. logically significant as the earliest intact example in Arizona of this fundamental bridge design. It is further distin-

NPS FORM 10-309 **€**

Broadway Bridge (Clarkdale Bridge; Bitter Creek Bridge) 11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION









OCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION GENERAL HIGHWAY MA

Bridge Record, Arizona City Streets and County Roads: 8488; Structures Section, Arizona Department of Transportation. Phoenix AZ.

Proceedings of the Yavapai County Board of Supervisors: 20 September 1920 (Book 5, page 518).

Marshall Trimble, Arizona, (New York: Doubleday and Company, 1977), pages 239-241.

Commemorative plate on bridge: "Erected, United Verde Copper Co. Engineering Dept.; 1917; Fleming & Stitzer Contractors" Byrd Howell Granger, Arizona's Names, (Tucson: Treasure Chest Publications, 1983), page 155.

Field inspection by Clayton Fraser, 11 December 1986.

Clayton B. Fraser

Loveland Colorado Fraserdesign

1987 1 April DATE

