

**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>Property Name</u>	<u>County</u>	<u>State</u>
<u>Various</u>	<u>Various</u>	<u>Arizona</u>

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 Andrews
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, 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 Walnut Canyon Bridge ADOT: 9225	3. DATE(S) OF CONSTRUCTION 1923-24 4. USE (ORIGINAL/CURRENT) roadway bridge / roadway bridge 5. RATING NRHP eligible: local significance
2. LOCATION Townsend-Winona Highway Winona vicinity; SE1/4 S10 T21N R9E Coconino County, Arizona	

6. CONDITION good; sufficiency rating: 29.9 owner: Coconino County	
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span number : 1 span length : 101.0' total length: 124.0' roadway wdt.: 19.0'	superstructure: riveted steel, 5-panel Parker through truss substructure : concrete abutments and wingwalls floor/decking : concrete deck over steel stringers other features: steel lattice guardrails w/ concrete curbs
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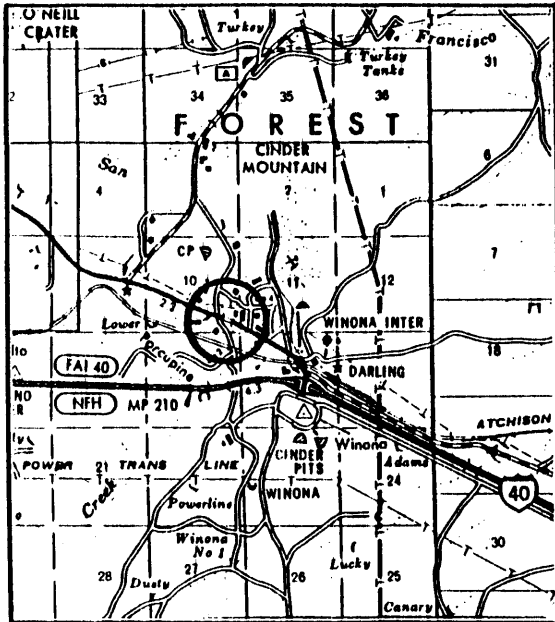
In 1922, the U.S. Bureau of Public Roads undertook two major roadbuilding projects in Arizona, using appropriations from the federal Forest Highways Fund. The first involved a 15.58-mile section of the Prescott-Phoenix Highway in the Prescott National Forest between Prescott and White Spar. The second involved a 23.43-mile portion of the Flagstaff-Winslow Highway (later U.S. 66) which stretched between Flagstaff and Angel through Coconino National Forest. The largest structure involved on the Flagstaff-Angel Project was a crossing of Walnut Creek, one mile north of Winona. For this, BPR engineers in Phoenix designated a straightforward bridge, using a standard design: a medium-span riveted through truss. The drawings were completed in December 1922, the project let for bids early the following year. The Walnut Canyon Bridge was completed by June 1924. Although the highway was subsequently realigned, it remains intact as a county structure.

In addition to the \$75,000,000 per annum appropriated by Congress for federal highways in the early 1920s, \$6,500,000 was appropriated for construction of forest highways in the country's national forests. Based upon the appropriation, Arizona received \$216,507 in 1922. The Forest Highway funds could be used for local as well as state roads. The Walnut Canyon Bridge later became a part of U.S. Highway 66 - the major east-west transcontinental route across northern Arizona - and is historically significant as an early component of this important route. Technologically, the bridge is typical. Of the four riveted Parker through trusses in the inventory, the Walnut Canyon Bridge has the shortest span and is exceeded in age by only the Salt River Bridge (1920).

10. NAME(S) OF STRUCTURE

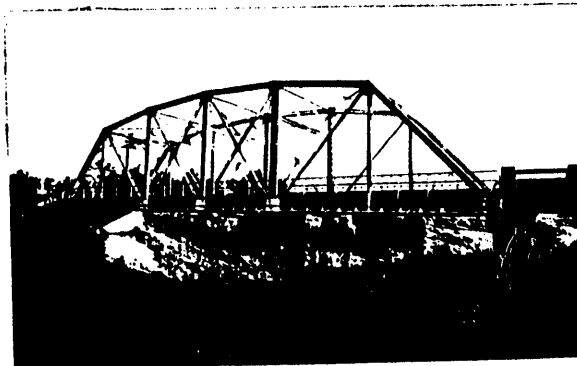
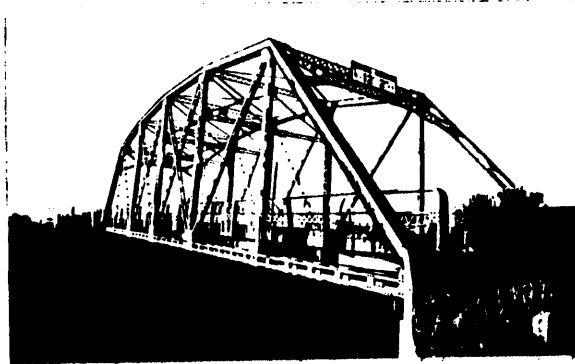
Walnut Canyon Bridge

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: 9225; Structures Section, Arizona Department of Transportation, Phoenix AZ.

Sixth Biennial Report of the State Engineer of Arizona, 1922-1924 (Phoenix: Manufacturing Stationers, Inc., 1924) pages 122-23.

Original construction drawings in bridge files, Structures Section, Arizona Department of Transportation, Phoenix AZ.

Field inspection by Clayton Fraser, 7 October 1986.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987