

**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

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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

=====

**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)

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**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 88001688 Date Listed: 9/30/88

<u>Little Lithodendron Wash Bridge</u>	<u>Navajo</u>	<u>AZ</u>
Property Name	County	State

Vehicular Bridges in Arizona MPS  
Multiple Name

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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.

Patrick Andrews  
Signature of the Keeper

9/30/88  
Date of Action

=====  
**Amended Items in Nomination:**

The USGS map for this property was a 15 minute, 1955 version which had no UTM ticks. As a result, the property was nominated with no UTM coordinates. Longitude-latitude coordinates were established to resolve the issue. Longitude=109 degrees, 54 minutes, 27 seconds. Latitude=34 degrees, 59 minutes, 55 seconds. These changes were discussed with Pat Stein of the Arizona 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**  
Carrizo Bridges: Lithodendron and Little Lithodendron Wash Bridges

**3. DATE(S) OF CONSTRUCTION**  
1932

**2. LOCATION**  
Interstate 40 Frontage road over Carrizo Wash  
13.2-15.8 miles northeast of Holbrook  
Navajo County, Arizona

**4. USE (ORIGINAL/CURRENT)**  
highway bridges/ abandoned highway bridges  
**5. RATING**  
NRHP eligible: local significance

**6. CONDITION**

excellent (west bridge); deteriorated (east bridge)      owner: abandoned (Lithodendron); ADOT (Little Lithodendron)

Lithodendron  
span number : 22      superstructure: timber stringer  
span length : 18.0'      substructure : timber piles, abutments and piers w/ timber sill plates  
total length: 420.0'      floor/decking : asphalt over timber deck  
roadway wdt.: 22.7'      other features: timber guardrails w/ timber balusters; sand barrels (for firefighting) placed  
Little Lithodendron  
span number : 18      on timber platforms mounted on sides of west bridge  
span length : 19.0'  
total length: 343.0'  
roadway wdt.: 23.0'

**8. HISTORICAL DATA**

The two existing bridges over the branches of Carrizo Wash on U.S. 66 near Goodwater were known to be dangerous. At least nine accidents had occurred on them involving fatalities or serious injuries, and political pressure was mounting as the Arizona Highway Department moved to replace them late in 1931. The AHD bridge department designed these multi-span bridges as starkly utilitarian structures, with redwood decks, stringers, pile bent piers and abutments and timber plank retaining walls. In December, AHD awarded the construction contract (FAP 83-C, Schedule 1) to build the Carrizo Bridges and grade a 2.8-mile section of highway to Canton and Royden of Phoenix for \$57,157. The contractors began construction in January 1932, finishing in June. Both Carrizo Bridges have since been removed from the main highway. Today, they are a study in contrasts: the west bridge has recently been rehabilitated extensively by ADOT and the east structure, abandoned for years without maintenance, stands in severely deteriorated condition.

**9. SIGNIFICANCE**

The Arizona Highway Department usually eschewed timber bridges for concrete structures, calculating the life of a timber structure as 35 years vs. 100 years for a concrete span. AHD nevertheless did develop design standards for timber spans and built numerous small-scale bridges on secondary routes during the 1920s and 1930s. Long, multi-span timber bridges on primary routes were rare, and the two Carrizo Bridges are the only such structures identified in the inventory. They are thus technologically noteworthy as perhaps the best examples of timber stringer construction among the vehicular bridges in the state. The two bridges are historically significant as integral links in the Old Trails Highway - the primary transcontinental route across northern Arizona.

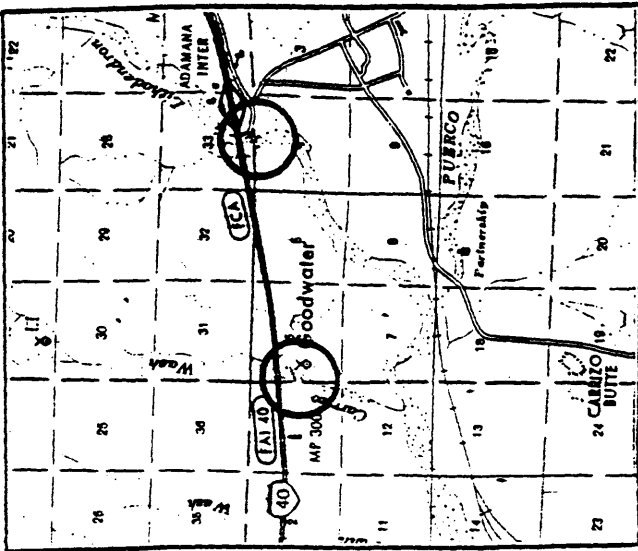
10. NAME(S) OF STRUCTURE

Carrizo Bridges; Lithodendron and Little Lithodendron Wash Bridges

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

Little

Little



LOCATION MAP  
TAKEN FROM DEPARTMENT OF TRANSPORTATION  
GENERAL HIGHWAY MAP



Litho



Little



F.N. Grant, District Engineer, "Construction in District No. 2," Arizona Highways, 9:1932:3.

Arizona Highways: 11:1931:14; 1:1932:11,21; 2:1932:23; 3:1932:20; 5:1932:22; 6:1932:16; 7:1932:23.

Field inspection by Clayton Fraser, 8 October 1986.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987