

**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>
<b>Property Name</b>	<b>County</b>	<b>State</b>

Vehicular 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.

<i>for</i> <u>Patrick Andrews</u>	<u>9/30/88</u>
<b>Signature of the Keeper</b>	<b>Date of Action</b>

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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.

<b>1. NAME(S) OF STRUCTURE</b> Salt River Bridge	<b>3. DATE(S) OF CONSTRUCTION</b> 1919-20
<b>2. LOCATION</b> State Highway 288 over Salt River; milepost 262.44 13.2 miles southeast of Roosevelt; unplatted T3N R14E Gila County, Arizona	<b>4. USE (ORIGINAL/CURRENT)</b> roadway bridge / roadway bridge <b>5. RATING</b> NRHP eligible: state significance

**6. CONDITION**

excellent; sufficiency rating: 55.8                      owner: Arizona Department of Transportation

7. DESCRIPTION

span number : 1	superstructure: riveted steel, 10-panel Parker through truss
span length : 215.0'	substructure : concrete abutments & wingwalls on spread footings
total length: 220.0'	floor/decking : concrete deck over steel stringers
roadway wdt.: 18.2'	other features: upper chord: 2 channels w/cover plate and double webbing; lower chord: 2 channels w/ double webbing; vertical: 2 channels w/ lacing; diagonal: 2 channels or 2 angles w/ batten plates; strut: 4 angles w/ webbing; lateral bracing: 1 angle; floor beam: I beam; steel pipe guardrails

8. HISTORICAL DATA

In 1918, the U.S. Bureau of Public Roads undertook the construction of a new road in the Tonto and Crook National Forest under the Arizona Forest Highway program. The graded earth road through Gila County would intersect with the Apache Trail near Roosevelt, skirting Roosevelt Lake and extending north 44 miles to the town of Young. BPR surveyors made the initial reconnaissance that summer and engineered the road later that year. A major component of the project was a bridge over the Salt River near the head of Roosevelt Lake. For this, BPR engineers from the District 3 Office in Denver designed a long-span through truss with riveted connections, concrete deck and concrete abutments laid onto the solid rock shoreline. The construction drawings were completed on September 1, 1919, and approved by the Gila County Board of Supervisors. The bridge's construction was let for competitive bids, work on the abutments began later that year, and the span was completed in 1920. The Salt River Bridge has functioned unaltered since, carrying intermittent traffic on a secondary state route.

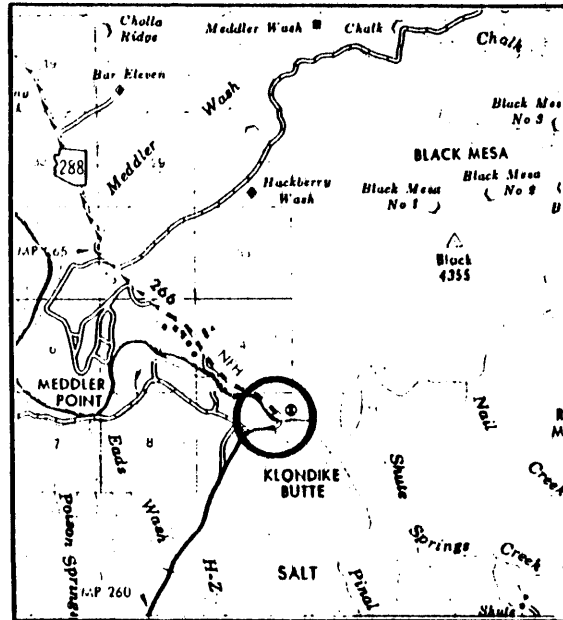
9. SIGNIFICANCE

The Bureau of Public Roads was extensively involved with road and bridge construction throughout Arizona, both indirectly, in its review of state-engineered federal aid projects and standard bridge designs, and directly, in the building of roads and structures in the national forests, monuments and parks. This agency of the Secretary of Agriculture was exceeded by only the Arizona Highway Department in bridge design and construction activity in the state between 1917 and 1945. Although the Salt River Bridge functioned as only a minor roadway crossing, it is historically significant as the earliest documented example of BPR major bridge construction in Arizona. Technologically, the bridge is important as the longest and the oldest originally located riveted through truss, and one of only five Parker trusses found in the inventory. Handsomely sited and well maintained, it is a notable early structure in Arizona history.

**10. NAME(S) OF STRUCTURE**

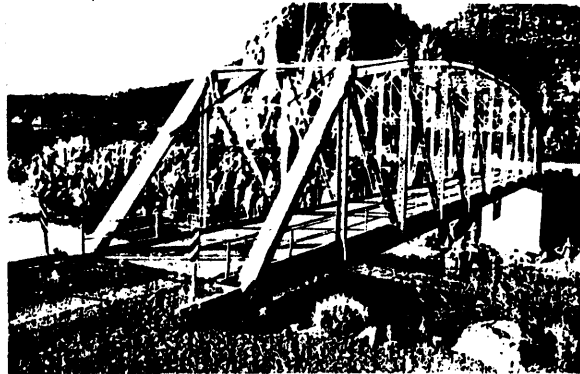
Salt River Bridge

**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 State Highway System: 0037; Structures Section, Arizona Department of Transportation, Phoenix AZ  
Fourth Biennial Report of the State Engineer, Arizona: 1918:1920 (Phoenix: Republican Print Shop, 1920), pages 21-23.  
Original construction drawings, Structures Section, Arizona Department of Transportation, Phoenix AZ.  
Field inspection by Clayton Fraser, 20 February 1987.

12. SOURCES

**13. INVENTORIED BY:**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign Loveland Colorado

**DATE**

1 April 1987