

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

<p>1. NAME(S) OF STRUCTURE Hell Canyon Bridge</p> <p>2. LOCATION Abandoned grade of U.S. 89 over Hell Canyon 0.5 miles southwest of Drake; NE1/4 S5 T18N R1W Yavapai County, Arizona</p>	<p>3. DATE(S) OF CONSTRUCTION 1923</p> <p>4. USE (ORIGINAL/CURRENT) highway bridge / abandoned</p> <p>5. RATING NRHP eligible: local significance</p>
<p>6. CONDITION fair</p> <p>owner: Yavapai County</p> <p>span number : 5 span length : 50.0' total length: 230.0' roadway wdt. : 19.5'</p> <p>superstructure: reinforced concrete slab and girder (two girders w/ arched profiles) substructure : concrete abutments and wingwalls w/ tapered, spill-through concrete piers floor/decking : earth over concrete deck other features: moulded concrete guardrails w/ paneled concrete bulkheads and square balusters</p>	
<p>7. DESCRIPTION</p> <p>In the early 1920s, the Arizona Highway Department undertook an extensive road construction effort to build the 50-mile Prescott-Ash Fork Highway. The largest of the drainage structures in the project spanned Hell Canyon, a rugged wash immediately south of Drake. AHD bridge engineers initially designed and contracted for a 154-foot open spandrel arch similar to the AHD bridges over Cienega Creek and Queen Creek. Additional substructural investigation, however, revealed that the bridge's south abutment would rest on a sizeable boulder field, providing an unsuitable foundation condition for an arch of that scale. Late in 1922, W.C. Lefebvre, the new state engineer, changed the bridge's design to this multi-span concrete girder with high concrete piers. Using most of the reinforcing steel already on-site, contractor L.C. Lashmet began construction of the Hell Canyon Bridge on January 15, 1923, and completed it on July 12, for a total cost of \$34,165. The Hell Canyon Bridge functioned on U.S. Highway 89 until its replacement by a route realignment in 1954. It now stands abandoned, carrying intermittent local traffic.</p> <p>"The high trestle has a very pleasant effect, with the arched girders on the high, slightly tapered piers," stated Lefebvre. "It was completed at approximately the same contract price as was the bid for the arch and compares favorably with it in every aspect." A major crossing on one of the state's important early regional routes, the Hell Canyon Bridge is significant as an outstanding representative of an unusual structural type. Although numerous concrete girder bridges were built throughout the state in the 1910s, 20s and 30s, most featured designs with four or more relatively shallow girders. The earliest bridges typically employed two-girder designs, and of these only a handful remain. The Hell Canyon, Santa Cruz and Antelope Hill bridges are the only two-girder structures identified in the inventory. The Hell Canyon Bridge is the only one of these to use arched girders. A visually striking structure, the Hell Canyon Bridge is an important early remnant.</p>	
<p>8. SIGNIFICANCE</p>	
<p>9. HISTORICAL DATA</p>	

HELL CANYON BRIDGE

YAVAPAI COUNTY ARIZONA

