

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 Andrew
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, Pumhouse 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 the card.

1. NAME(S) OF STRUCTURE Lynx Creek Bridge	ADOT: 8256	3. DATE(S) OF CONSTRUCTION 1922
2. LOCATION Old Black Canyon Highway over Lynx Creek 5.9 miles east of Prescott; NE1/4 S5 T13N R1W Yavapai County, Arizona	4. USE (ORIGINAL/CURRENT) roadway bridge / roadway bridge	5. RATING NRHP eligible: local significance
6. CONDITION fair; sufficiency rating: 72.4 owner: Yavapai County		
span number : 1 span length : 91.0' total length: 120.0' roadway wdt.: 16.2'	superstructure: reinforced concrete filled spandrel arch w/ cantilevered roadway substructure : concrete abutments and wingwalls floor/decking : concrete deck over earth fill other features: paneled concrete bulkheads w/ steel pipe guardrails	
7. DESCRIPTION <p>The early stage and freighting road which connected Fort Whipple at Prescott with the other military installations in Arizona followed the Black Canyon, a steep-sided chasm in the center of Yavapai County. In the early 1920s, a county faction was agitating for a state highway designation for the Black Canyon Highway. To improve the chances, the county board of supervisors in 1921 decided to replace the existing ford on Lynx Creek, 1½ miles east of Prescott, with a substantial bridge. For the first highway crossing of the creek, Arizona Highway Department bridge engineer Merrill Butler designed this filled-spandrel concrete arch. The county contracted for approximately \$15,000 with Navajo County builders Windsor, Coleman and King, the same firm which had and AHD contract to build the Granite Creek Bridge (0042). With "considerable architectural beauty," according to the Prescott Courier, the Lynx Creek Bridge was opened to traffic with great ceremony in October 1922. The Black Canyon Highway was never made a state route, and the Lynx Creek Bridge functions today in deteriorating condition to carry local traffic.</p>		
8. HISTORICAL DATA <p>As an alternative to hiring bridge companies or independent engineers, the AHD bridge section in the 1920s offered to engineer non-Federal Aid county bridges in Arizona. AHD thus functioned as consulting engineer for these county projects. The counties, however, seldom used this service. They Lynx Creek Bridge is the only known major structure built under this arrangement. Additionally, the bridge is representative of another early trend. AHD used three basic concrete arch configurations in the 1910s and 1920s: the Luten arch, the open spandrel arch, and what it termed the "common arch" - or segmental filled spandrel design. Long-span examples of the former were engineered by their inventor Daniel Luten, or his assistants. The latter two were designed in-house by AHD bridge engineers for medium-to-long-span applications. The Lynx Creek Bridge is one of four such common arches identified in the inventory (others: Devil's Canyon Bridge (1921-22), Verde River Bridge (1922-23) and Fossil Creek Bridge (1924)).</p>		
9. SIGNIFICANCE <p>Historic American Buildings Survey / Historic American Engineering Record National Park Service, U.S. Department of the Interior, P.O. Box 37127, Washington, DC 20013-7127</p>		

NPS Form 10-909 (4/83)

PRESCOTT 6 MI.
5 MI. TO U.S. 89
3553 (1/4 SW
(PRESCOTT))

3824

T 14 N

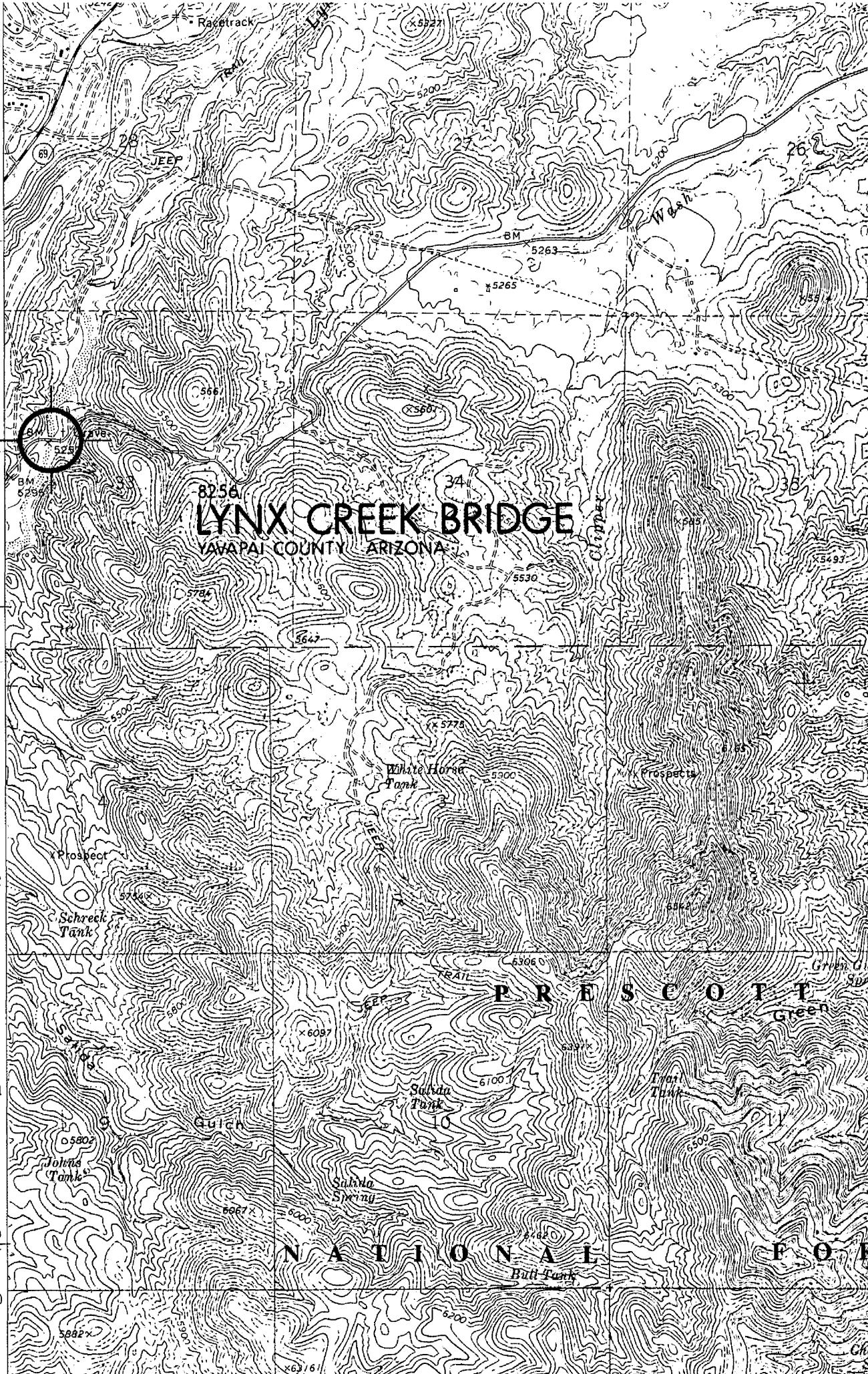
T 13 N
32'30"

3822

3821

1 280 000
FEET

3820



LYNX CREEK BRIDGE

YAVAPAI COUNTY ARIZONA

P R E S C O T T

N A T I O N A L F O R