

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

Various Various Arizona
Property Name County State

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.

16/2/1983

1. NAME(S) OF STRUCTURE Cedar Canyon Bridge; Corduroy Creek Bridge	3. DATE(S) OF CONSTRUCTION 1936-37
2. LOCATION U.S. Highway 60 over Cedar Canyon, Corduroy Creek; 17 miles SW Show Low; unpl 18NR20E; 12.2 miles SW Show Low; unpl 18NR21E Navajo County, Arizona	4. USE (ORIGINAL/CURRENT) highway bridges / highway bridges 5. RATING NRHP eligible: local significance
6. CONDITION good; sufficiency rating: 58.2, 51.5 owner: Arizona Department of Transportation	
span number : 1 span length : 180.0' total length: 283.4'; 314.0' roadway wdt. : 24.0' superstructure: riveted steel, two-hinge girder ribbed deck arch substructure : concrete arch pedestal floor/decking : concrete deck over steel stringers other features: arch rib; riveted steel built-up plate girder w/ angle flanges and web stiffeners; post: wide flange; lateral bracing: I angle; floor beam: I beam; decorative steel pylons and guardrails	
8. HISTORICAL DATA The Arizona Highway Department initially surveyed the route for U.S. 60 - the Globe-Springerville Highway - in 1930-31. The heavy construction on the highway progressed northward from Globe in sections and by 1936 the work had reached these crossings of Cedar Canyon and Corduroy Creek, some 70 miles northeast of Globe. For these, AHD bridge engineers designed identical steel deck arches similar to the recently completed Salt River Canyon Bridge. AHD designated them Federal Aid Project 105-E. In August 1936, the Highway Commission awarded the construction contract for both bridges to the Pleasant-Hasler Construction Company of Phoenix for \$117,935. The Phoenix contractor began work immediately on the concrete abutments and arch pedestals and had the bridges 20% complete before suspending work for the winter. Using over 200 tons per bridge of superstructural steel fabricated by Bethlehem, Pleasant-Hasler worked slowly the following spring and summer, completing the project in September. Both the Cedar Canyon and Corduroy Creek Bridge have functioned unaltered since. 9. SIGNIFICANCE The Cedar Canyon and Corduroy Creek bridges are historically significant as integral components of a regionally important northeast Arizona highway. The Salt River Canyon Bridge marked the first time that the Arizona Highway Department would use the girder-ribbed arch. AHD soon designed three other such bridges: the Cedar Canyon and Corduroy Creek structures and a replacement span over Canyon Padre on U.S. 66 (since replaced). Others were later built after World War II, as AHD engineers adopted this as their standard long-span canyon design. Visually striking as they span picturesque mountain canyons, these two bridges are technologically significant as representative examples - two of the three found in the inventory - of this uncommon structural type.	

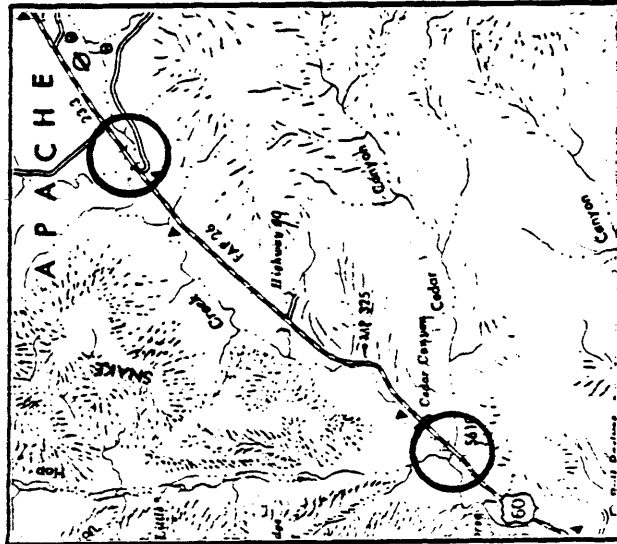
NPS FORM 10-800 (4/78)

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

10. NAME(S) OF STRUCTURE

Cedar Canyon Bridge; Corduroy Creek Bridge

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



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION GENERAL HIGHWAY MAP



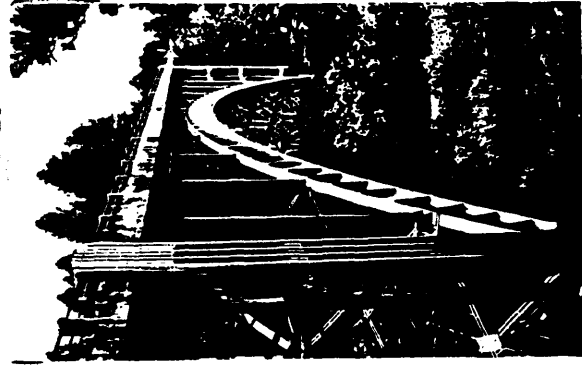
0215



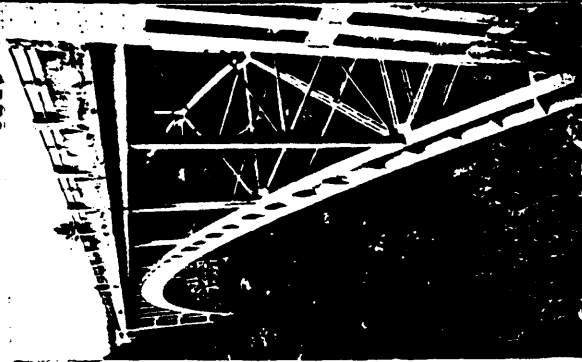
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0216



Bridge Record, Arizona State Highway System: 0215-0216; Structures Section, Arizona Department of Transportation, Phoenix AZ.

Arizona Highways: 9:1936:14,20; 10:1936:26; 11:1936:27; 12:1936:31; 1:1937:27; 2:1937:31; 3:1937:31; 4:1937:25; 5:1937:26; 6:1937:27; 7:1937:26; 9:1937:24; 10:1937:24.

Field inspection by Clayton Fraser, 18 February 1987.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987