NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

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 Andrus 9/30/88
Signature of the Keeper 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.

1. NAME(S) OF STRUCTURE

Park Avenue Bridge (Clifton Bridge; Riley Bridge) ADOT:9633

2. LOCATION

Park Avenue over the San Francisco River
Clifton; SE1/4 S30 T4S R30E
Greenlee County, Arizona

3. DATE(S) OF CONSTRUCTION

1917-18

4. USE (ORIGINAL/CURRENT)

city street bridge / city street bridge

5. RATING

NRHP eligible: local significance

6. CONDITION

excellent; sufficiency rating: 20.6 owner: Town of Clifton

7. DESCRIPTION

span number : 1
span length : 210.0'
total length: 216.0'
roadway wdt.: 18.0'

superstructure: pin-connected, 10-panel Parker through truss
substructure : concrete abutments and wingwalls
floor/decking : asphalt over timber deck
other features: upper chord: 2 channels w/ cover plate and double webbing; lower chord:2 channels w/ webbing / 2 rectangular eyebars; vertical: 2 channels w/ webbing; diagonal: 2 rectangular eyebars w/ turnbuckled square eyebar counters; strut: 4 angles w/ webbing; lateral bracing: round eyebars w/ turnbuckles; steel lattice guardrails; cantilevered sidewalks

8. HISTORICAL DATA

Built c1903, the first Park Avenue Bridge was a 220' riveted Parker truss which spanned the San Francisco River in the Clifton town center. Although it has withstood numerous floods, this long-span truss eventually proved too narrow with its 10' roadway to carry the heavy cross-town traffic. In 1917, the Clifton Town Council advertised for competitive proposals for a replacement structure. The town contracted with the Midland Bridge Company of Denver for a total cost of $31,079 for bridge sub- and superstructure and approaches. Midland engineered this long-span Parker through truss - shorter than its predecessor by 10' - with pinned connections, cambered timber deck, lattice guardrails and pedestrian sidewalks cantilevered outside of the truss webs on both sides. Midland began work on the abutments in October 1917 and using steel components milled by the Illinois Steel Company, completed the bridge in February. When it was opened to traffic on February 10, 1918, the Park Avenue Bridge was touted by the Copper Era as "a thing of utility and a joy forever." It has functioned intact since.

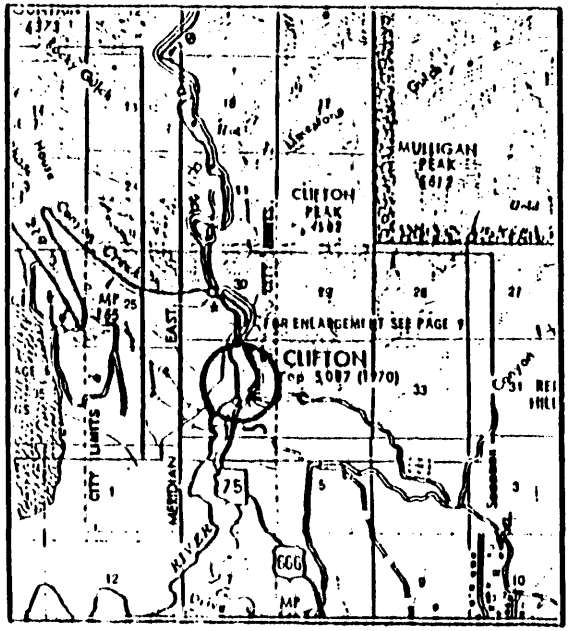
9. SIGNIFICANCE

The Park Avenue Bridge had for decades formed the only link between east and west Clifton. As such, it is a historically important transportation-related resource. Technologically, the bridge is significant as the only pinned Parker vehicular truss identified in the state. Pin-connected trusses, though never really common in Arizona, were erected at several major roadway crossings between 1890 and 1915. The Duncan, Florence, Victorville and Chevelon Creek bridges all featured pinned through trusses. The Clifton Bridge and Yuma Bridge (1916) over the Colorado River are the only of their type remaining in place. It is not coincidental that both are long-span, polygonal chord examples, built in urban settings in which the replacement cost would be high. This bridge is a curious throwback to prevailing bridge trends, however, in that it replaced a riveted truss of a greater span length. In original condition with its creosoted timber deck, the Clifton Bridge is one of Arizona's most important early vehicular spans.

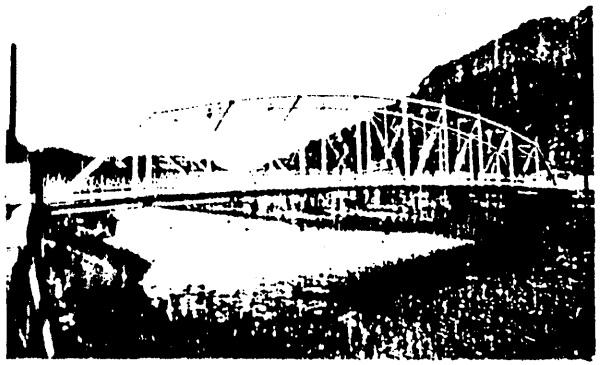
10. NAME(S) OF STRUCTURE

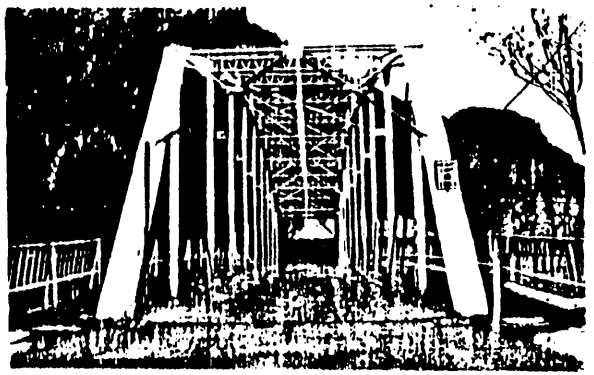
Park Avenue Bridge (Clifton Bridge; Riley Bridge)

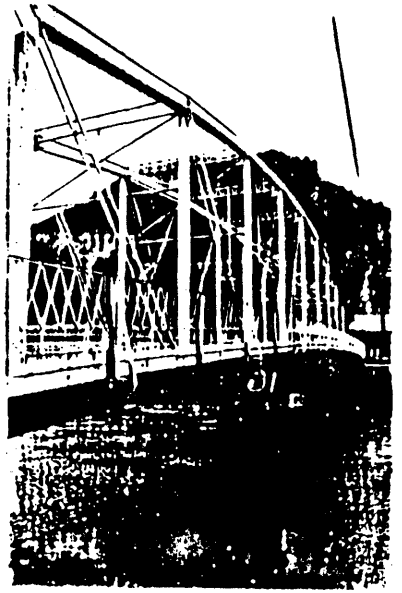
11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION



LOCATION MAP
TAKEN FROM DEPARTMENT OF TRANSPORTATION GENERAL HIGHWAY MAP







12. SOURCES

Bridge Record, Arizona City Streets and County Roads: 9633; Structures Section, Arizona Department of Transportation, Phoenix AZ.

Clifton Copper Era, 22 February 1918.

Donald Ray Abbe, Draft nomination for Park Avenue Through Truss Highway Bridge, 18 July 1981.

Byrd Howell Granger, Arizona's Names (Tucson: Treasure Chest Publications, 1983), page 158.

Field inspection by Clayton Fraser, 25 February 1987.

13. INVENTORIED BY:	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign Loveland Colorado	1 April 1987