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)

1602

HABS/HAER INVENTORY

See "HABS/HAER Inventory Guidelines" before filling out this card.

1. NAME(S) OF STRUCTURE
Pine Creek Bridge ADOT: 0031

2. LOCATION
State Highway 88 over Pine Creek; milepost: 233.50
12.9 miles northeast of Tortilla Flat; unplatted T3N R11E
Maricopa County, Arizona

3. DATE(S) OF CONSTRUCTION
1925

4. USE (ORIGINAL/CURRENT)
highway bridge / highway bridge

5. RATING
NRHP eligible: local significance

6. CONDITION
good; sufficiency rating: 81.2 owner: Arizona Department of Transportation

7. DESCRIPTION

span number : 2 superstructure: reinforced concrete filled spandrel arch
span length : 48.0' substructure : concrete abutments, wingwalls and pier
total number: 132.0' floor/decking : concrete deck over earth fill
roadway wdt.: 16.0' other features: moulded concrete guardrails w/ paneled concrete parapet walls; incised line delineating concrete arch ring

8. HISTORICAL DATA

Construction of Horse Mesa Dam, a subsidiary structure to Roosevelt Dam on the Salt River, forced the Arizona Highway Department in the early 1920s to reroute several miles of the Apache Trail (State Highway 88) northeast of Apache Junction. By early 1925, AHD was working on the final nine mile section below the dam site, termed the Horse Mesa Section. The state work force had completed the realigned road as far as Pine Creek in June and soon thereafter began work on the Pine Creek Bridge. Consisting of two short-span semi-circular arches, this structure was designed by the AHD bridge department. It featured modest concrete detailing: incised arch ring, stepped pylon pier and paneled parapet walls. General Foreman M.H. Hasler supervised the force account laborers as construction on the bridge proceeded throughout the summer. They completed the bridge in September, as construction on the adjacent highway was halfway complete. A somewhat remote crossing of a small watercourse on a narrow, winding road, the Pine Creek Bridge still carries traffic today in unaltered condition.

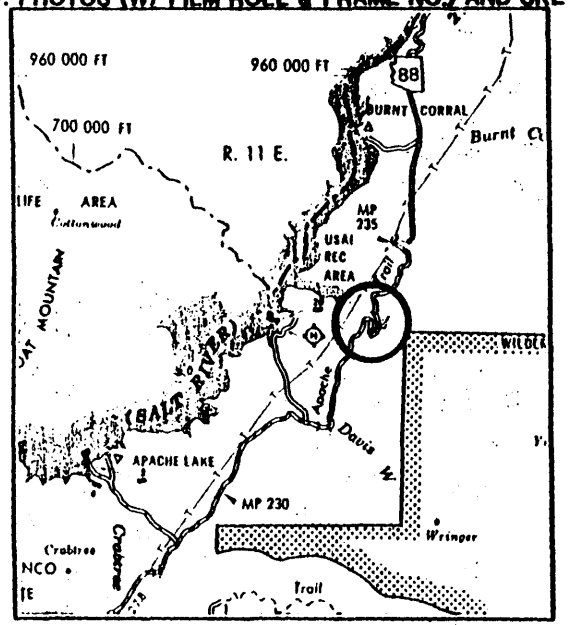
9. SIGNIFICANCE

In addition to its long-span Luten and open-spandrel concrete arches, Arizona Highway Department engineers in the 1910s 1920s designed what they termed a "common", or segmental filled spandrel arch, which had a profile and reinforcing plan which had been patterned after Daniel Luten's patented design. The Pine Creek Bridge was unusual in that it followed none of these three standards. In this, the bridge is an interesting, though by no means technologically significant, example of a common structural type. The Pine Creek Bridge is historically significant for its association with the Apache Trail. Though never a major arterial, the Trail passes through some of Arizona's most spectacular desert scenery. It has historically been one of the state's most famous routes and has not changed substantially since its rehabilitation by AHD in the early 1920s.

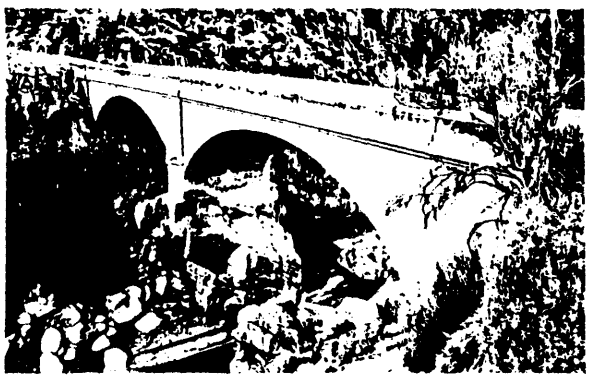
10. NAME(S) OF STRUCTURE

Pine Creek 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 State Highway System: 0031; Structures Section, Arizona Department of Transportation, Phoenix Arizona.

Seventh Biennial Report of the State Engineer, Arizona: 1924-1926 (Pheonix: Kelly Print, 1924), pages 70-71, 133.

Arizona Highways: 4:1925:18; 5:1925:20; 6:1925:20; 7:1925:18; 8:1925:20; 9:1925:20; 10:1925:22.

Field inspection by Clayton Fraser, 20 February 1987.

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