

**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>	<u>Various</u>	<u>Arizona</u>
<b>Property Name</b>	<b>County</b>	<b>State</b>

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**

=====

**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**

Black River Bridge

ADOT: 3128

**3. DATE(S) OF CONSTRUCTION**

1912 (piers); 1929 (superstructure)

**4. USE (ORIGINAL/CURRENT)**

roadway bridge / roadway bridge

**5. RATING**

NRHP eligible: state significance

**2. LOCATION**

Indian Route 9 over Black River  
11.9 miles southwest of Canyon Day; unplatted T4½ R21E  
Gila County, Arizona

**6. CONDITION**

good

owner: U.S. Bureau of Indian Affairs

span number :	3	superstructure:	riveted steel, 12-panel Warren deck truss
span length :	82.0'	substructure :	concrete abutments and wingwalls w/ solid concrete piers
total length:	273.0'	floor/decking :	concrete deck over steel stringers
roadway wdt.:	18.0'	other features:	upper chord: 2 channels w/ cover plate and lacing; lower chord: 2 channel w/ batten plates; diagonal; wide flange; strut: 2 angles; lateral bracing: 1 angle; floor beam: I beam, cantilevered over web of truss; steel lattice guardrails; pin-connected rocker bearings.

7. DESK TOP

8. HISTORICAL DATA

In 1911, the Arizona Territorial Legislature funded the construction of a wagon bridge over the Black River to carry the army road from Fort Apache to the railroad at Rice. Designed by Territorial Engineer G.B. Girard in December, the 214' structure featured two timber/iron Howe deck trusses, carried high above the river by tapered concrete piers. In the 1920s, the Highway Department began the improvement of a state secondary route between Rice and McNary, following the original route. The surveyors used the short-span army bridge, rebuilt in 1916, to cross the White River, but the Black River Bridge would be unsuitable for auto traffic. For a replacement, AHD designed three riveted steel deck trusses, using the original piers. The trusses were substantial, requiring about 100,000 pounds of structural steel. In October 1928, AHD advertised for bids to supply the trusses and in December let the contract to the Pittsburg-Des Moines Steel Company for \$11,319. A state work force poured new abutments and erected the trusses, completing it August 15, 1929.

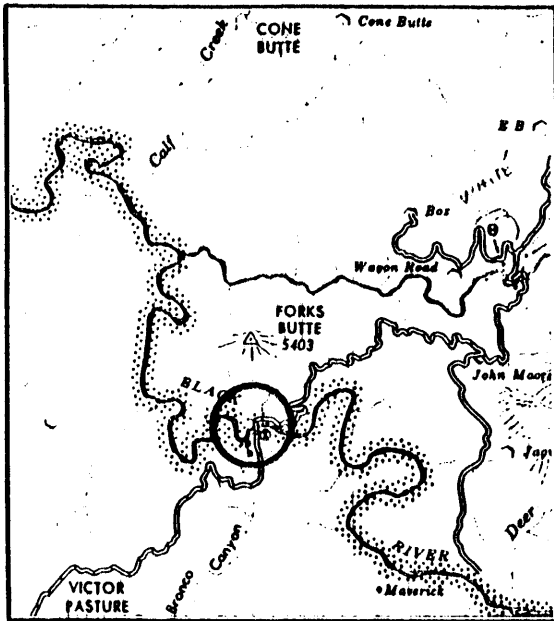
9. SIGNIFICANCE

Due to its remote location, the contribution of the original Black River Bridge to regional transportation was limited primarily to military and reservation traffic. Fort Apache was turned over to the Indian agency in 1924, and the replacement truss received even less traffic than the original, as AHD developed an alternate route (U.S. Highway 60) soon after its construction. The Black River Bridge is historically significant, however, as one of the first public works projects undertaken by the Arizona territorial government. It was preceded by only five other major structures (the Florence, Verde, Hassayampa, Forest Wash and Lowell bridges) and was the only timber truss built by the territory. Built on the original piers, the 1929 superstructure is technologically significant as the oldest of the four multi-span deck trussed trestles found in the inventory. One of the most visually striking spans in Arizona, the Black River Bridge represents an important aspect of the state's bridgebuilding history.

**10. NAME(S) OF STRUCTURE**

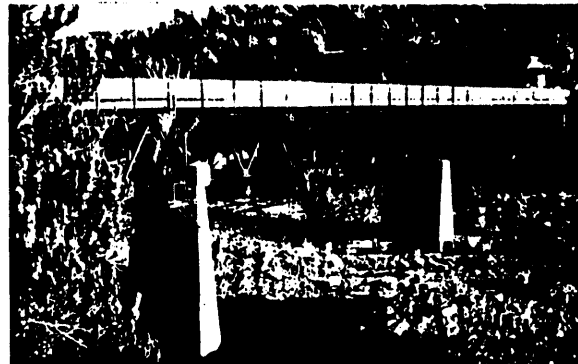
Black River Bridge

**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: 3128; Structures Section, Arizona Department of Transportation, Phoenix AZ  
Report of the State Engineer of Arizona, 1909-1914, (Phoenix: Arizona State Press, 1914), pages 33, 67, 84.

Arizona Highways: 10:1928:23; 9:1929:24.

Original construction drawings of 1911 and 1929 bridges, Structures Section, Arizona Department of Transportation, Phoenix AZ.

Field inspection by Clayton Fraser, 17 February 1987.

**13. INVENTORIED BY:**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign Loveland Colorado

**DATE**

1 April 1987