

**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: 88001603 Date Listed: 9/30/88

<u>Dead Indian Canyon Bridge</u>	<u>Coconino</u>	<u>AZ</u>
Property Name	County	State

Vehicular Bridges in Arizona MPS
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:

The nomination form did not indicate ownership for this resource. Pat Stein of the Arizona State Historic Preservation Office confirmed that the proper ownership category for this resource is "public."

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

1603

HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE

Dead Indian Canyon Bridge

ADOT: 0032

3. DATE(S) OF CONSTRUCTION

1933-34

2. LOCATION

abandoned grade of U.S. 64 over Dead Indian Canyon; milepost 282.51
13.2 miles west of Desert View; NE1/4 S4 T29N R7E
Coconino County, Arizona

4. USE (ORIGINAL/CURRENT)

highway bridge / abandoned

5. RATING

NRHP eligible: local significance

6. CONDITION

good

span number : 3
span length : 116.0'
total length: 301.8'
roadway wdt.: 24.0'

superstructure: riveted steel, 14-panel Warren deck truss
substructure : concrete abutments, wingwalls and pier pedestals w/ braced steel piers
floor/decking : concrete deck over steel stringers
other features: upper chord: 2 channels w/ cover plate and webbing; lower chord: 2 channels w/ batten plates; diagonal: wide flange; strut: 2 angles w/ webbing; lateral bracing: 1 angle; welded steel baluster guardrails; stone masonry veneer and abutments, wingwalls and pier pedestals

7. DESCRIPTION

During the early 1930s, the Arizona Highway Department and U.S. Bureau of Public Roads undertook an extensive roadbuilding effort to provide automobile access from the east to Grand Canyon National Park's south rim. In 1929, the Navajo Bridge (0051) was completed, opening Arizona from the north. The following year AHD contracted for FAP-95-B - the state's largest highway construction project to date - covering 95 miles between the bridge and Cameron. The BPR built the Cameron-Desert View Approach to the part, naming the 31-mile route the NavaHopi Highway. Made up of riveted steel deck trusses supported by steel piers, the Dead Indian Canyon Bridge comprised an integral part of this road. BPR engineers designed this trestle in 1933 and awarded the contract for its construction on August 31 to Vinson and Pringle for \$44,938. The contractors had completed the steel erection by January and in May completed the bridge. Now designated State Highway 64, the road still provides important access to the park, although in a realignment this bridge has been abandoned in place.

8. HISTORICAL DATA

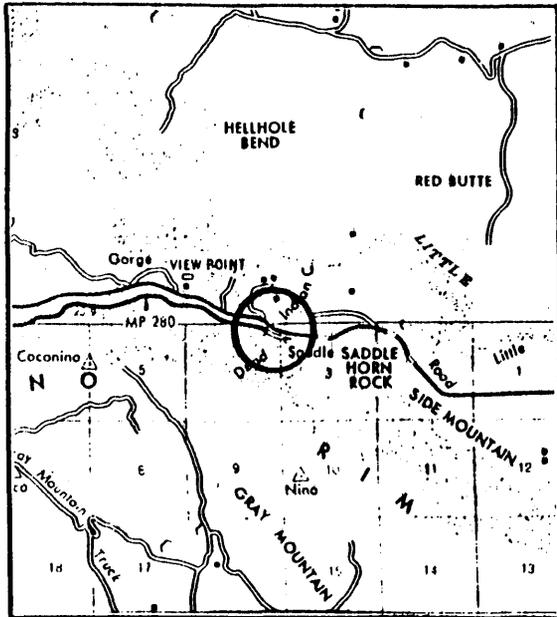
The significance of the Grand Canyon to Arizona has been well documented in commercial and developmental terms. As an important - though not pivotal - crossing in a major access to the park, the Dead Indian Canyon Bridge is historically important, at least on a regional basis. In a real sense it formed the final link in the route opened five years earlier by the nationally significant Navajo Bridge. Technologically, although the bridge displays typical medium-span truss design, it is somewhat distinguished as the last and longest of Arizona's deck trusses. It is one of three trussed steel trestles in the state (others: Querino Canyon Bridge (8071) and Sand Hollow Wash Bridge (8662) and one of eight deck trusses. Abandoned and in pristine condition, the Dead Indian Canyon Bridge is one of Arizona's more important vehicular trusses.

9. SIGNIFICANCE

10. NAME(S) OF STRUCTURE

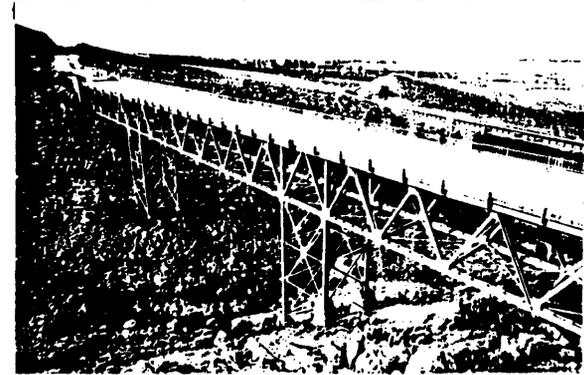
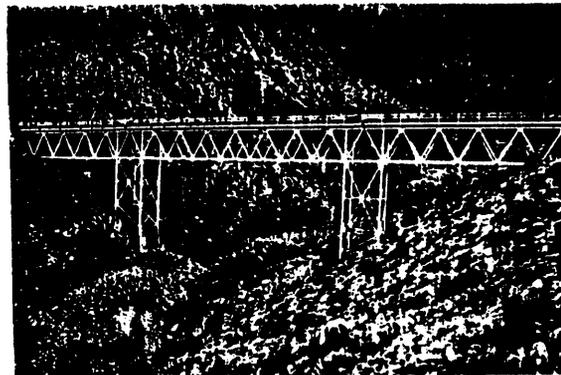
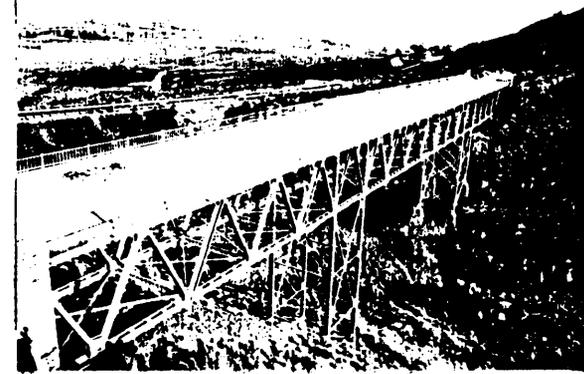
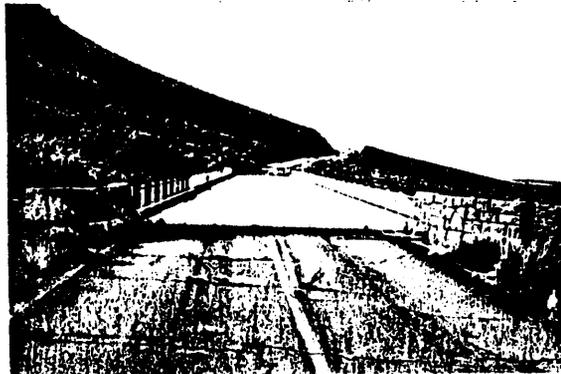
Dead Indian Canyon Bridge

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



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION
GENERAL HIGHWAY MAP



Bridge Record, Arizona State Highway System: 0032; Structures Section, Arizona Department of Transportation, Phoenix AZ
H.D. Alexander, Resident Engineer, "Flagstaff-Fredonia Highway Contract is Largest State Project," Arizona Highways,
3:1931:6-7.

Arizona Highways: 9:1933:27; 10:1933:15; 12:1933:14; 1:1934:14; 2:1934:16; 3:1934:21; 5:1934:14; 6:1934:16.

Field inspection by Clayton Fraser, 4 December 1986.

12. SOURCES

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987