

HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE

Reppy Avenue Bridge; Cordova Avenue Bridge; Inspiration Avenue Bridge; Keystone Avenue Bridge; Miami Avenue Bridge

ADOT: 8585
8586
8587
8588
8589

2. LOCATION

Miami City Streets over Bloody Tanks Wash
Miami
Gila County, Arizona

3. DATE(S) OF CONSTRUCTION

1920-21 See continuation sheet

4. USE (ORIGINAL/CURRENT)

city street bridges / city street bridges

5. RATING

NRIIF eligible: local significance

6. CONDITION

good; sufficiency ratings: 84.5

owner: City of Miami

span number : 1

superstructure: reinforced concrete luten arch with cantilever roadway

span length : 50.0'

substructure : concrete spread footings

total length: 54.0'

floor/decking : asphalt over concrete deck w/ earth fill

roadway width: 34.2'

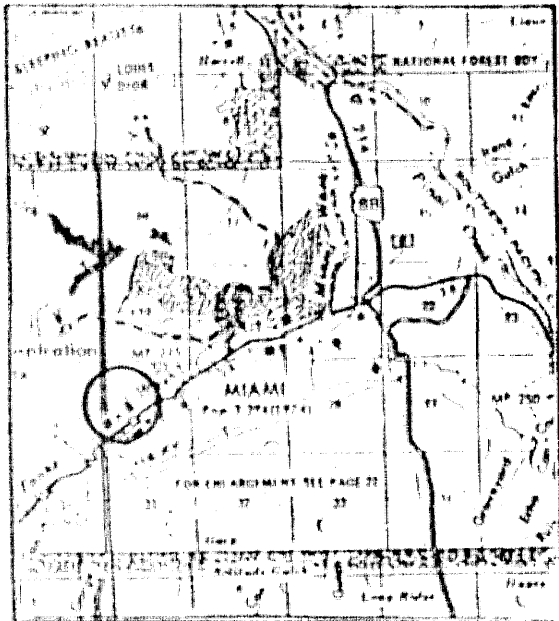
other features: cambered roadway w/ sidewalks on both sides; plain concrete cantilever brackets; moulded concrete guardrails w/ turned concrete balusters and paneled bulkheads

In 1919, as the town of Miami undertook the design and construction of townwide water, sewer and electrical systems, the town council contracted for an additional construction project: the channelization of Bloody Tanks Wash through the central business district. In July the council instructed the town engineer to design a bridge to carry Keystone Avenue over the new channel. He ordered plans and specifications in December from the Topeka Bridge and Iron Company of Kansas. Topeka sent a standard short-span Luten arch design, featuring moulded concrete balusters and a cambered roadway cantilevered on both sides over the arch. In May 1920, the town purchased 3500 barrels of cement, on June 5th began construction of the Keystone Avenue Bridge using force account labor, and in July completed the structure. The project proceeded so successfully that the town engineer soon began a bridge on Cordova Avenue using the same design. In 1921, identical bridges were completed over the channels on Reppy, Inspiration and Miami avenues. These five structures remain in place today in essentially unaltered condition.

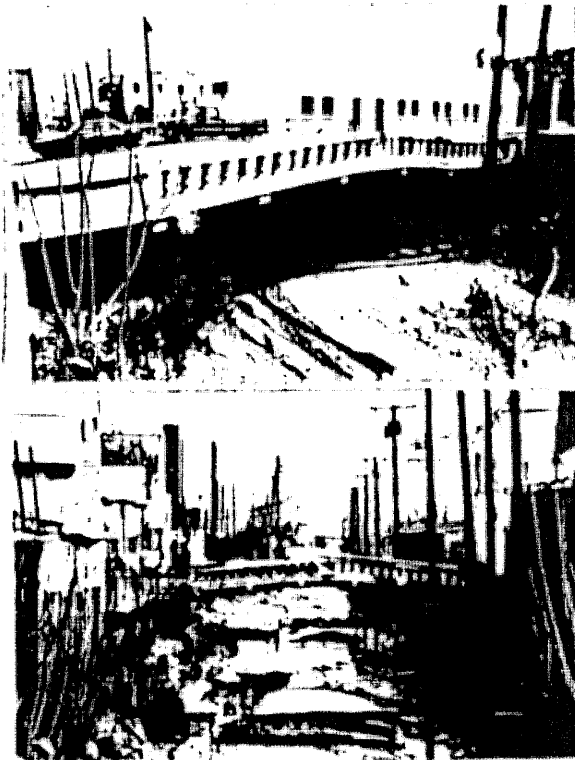
These five arch bridges marked the culmination of an extensive public works construction program undertaken by the town of Miami in the early 1920s. As such, they are important remnants from this early period in the town's history. Technologically, they are noteworthy examples of an important bridge configuration. All of the thirteen Luten arches identified in Arizona are associated directly - either through engineering or construction - with the Topeka Bridge and Iron company. The other Luten arches in the state were used at rural crossings with long-span applications. The Miami bridges, on the other hand, were located in an urban setting in which relatively short spans were required: the traditional engineering conditions for concrete slabs. Their design is significant as the only short-span application in the state of this patented bridge type.

10. NAME(S) OF STRUCTURE
Peppy Avenue Bridge et al

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 City Streets and County Roads: 8585-8589; Structures Section, Arizona Department of Transportation, Phoenix AZ.

Proceedings of the Town Council of Miami, Arizona: 3 July 1919, 4 December 1919, 10 April 1920, 3 June 1920, 1 July 1920, 18 November 1920, 2 March 1921, 4 September 1921.

Advertising circular for National Bridge Company, Indianapolis, Indiana, 1907.

field inspection by Clayton Fraser, 18 February 1987.

12. SOURCES
13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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Period of significance for the Keystone Avenue Bridge is 1920 to 1939. Period of significance for the Cordova, Inspiration, and Miami Avenue Bridges is 1921 to 1939. These periods of significance are based on the dates of the bridges' construction (Keystone was completed in 1920, the rest in 1921) through the end of the historic period.