

**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>
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.

<i>for</i> <u>Patrick Andrews</u>	<u>9/30/88</u>
Signature of the Keeper	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, Pumhouse 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.

<p><b>1. NAME(S) OF STRUCTURE</b>                  Reppy Avenue Bridge; Cordova Avenue Bridge; Inspiration Avenue Bridge; Keystone Avenue Bridge; Miami Avenue Bridge</p> <p><b>2. LOCATION</b>                  Miami City Streets over Bloody Tanks Wash                  Miami                  Gila County, Arizona 107</p>	<p>ADOT: 8585                  8586                  8587                  8588                  8589</p>	<p><b>3. DATE(S) OF CONSTRUCTION</b>                  1920-21 See continuation sheet</p> <p><b>4. USE (ORIGINAL/CURRENT)</b>                  city street bridges / city street bridges</p> <p><b>5. RATING</b>                  NRHF eligible: local significance</p>
---	---	--

**6. CONDITION**

good; sufficiency ratings: 84.5                      owner: City of Miami

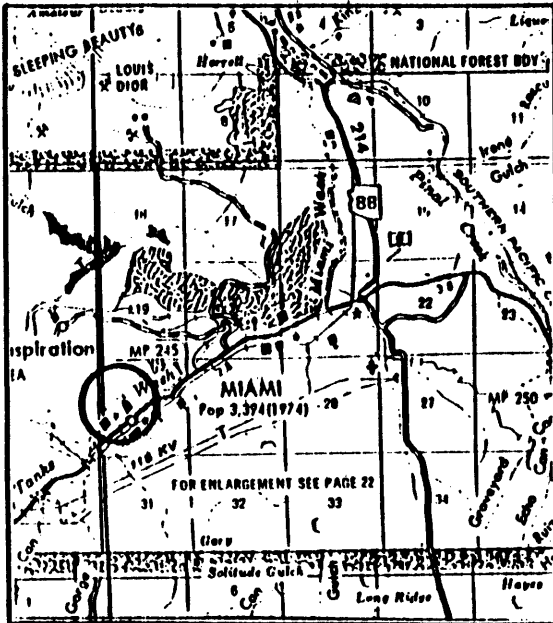
span number : 1                      superstructure: reinforced concrete Luten arch with cantilever roadway  
 span length : 50.0'                      substructure : concrete spread footings  
 total length: 54.0'                      floor/decking : asphalt over concrete deck w/ earth fill  
 roadway wdt.: 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.

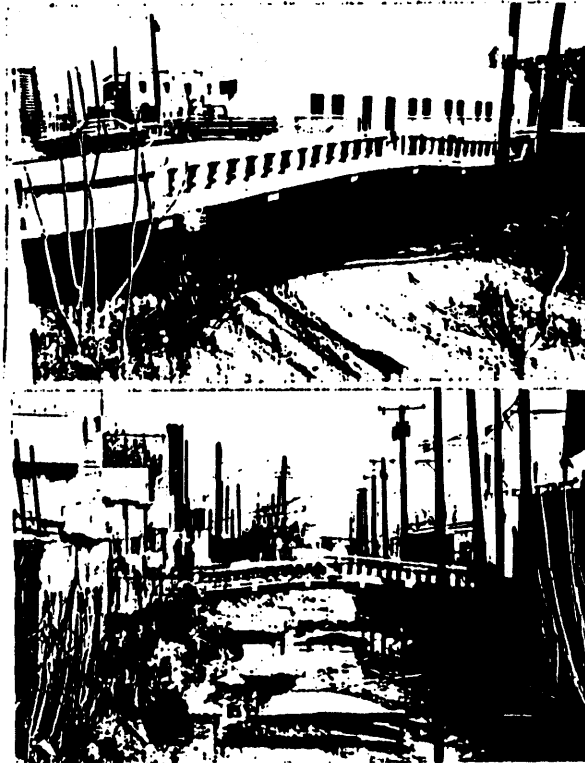
10. NAME(S) OF STRUCTURE  
Reppy Avenue Bridge et al

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**

Section number   3   Page   1  

---

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.