United States Department of the Interior National Park Service

National Register of Historic Places Continuation Sheet

LISTING RECORD	
Date Listed:	9/30/88
Various	Arizona
County	State
ational Register of tached nomination do ons, exclusions, or k Service certificat	cumentation amendments,
<u>9/30/88</u> Date of Actio	 n =======
	Various County ational Register of tached nomination do ons, exclusions, or

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)

IABS/HAER INVENTORY

Holbrook Bridge (Little Colorado River Bridge)

2. LOCATION
Abandoned grade of U.S. 70 over the Little Colorado River 4.2 miles southeast of Holbrook; SW1/4 S10 T17N R21E Navajo County, Arizona

> 3. DATE(8) OF CONSTRUCTION 1915-16

4. USE (ORIGINAL/CURRENT)

highway bridge / ranch road bridge

NRHP eligible: state significance

6. CONDITION

fair

span number : 1

span length : 174.0' roadway wdt.: 16.0' total length: 190.0'

owner: Navajo County

substructure : concrete abutments and wingwalls superstructure: reinforced concrete Luten arch w/ cantilevered roadway

floor/decking : concrete deck over earth fill

other features: paneled concrete parapet walls; plain, tapered cantilevered brackets

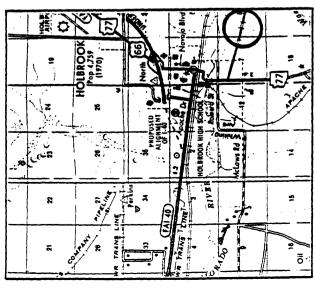
of bridge inventor Daniel Luten, Cobb's office designed a long-span Luten arch for a replacement structure. A state work force began construction of the new structure on September 1, 1915, and work continued without incident until a completed in 1913 and lasted until April 14, 1915, when the Lyman Dam at St. Johns burst and swept away five metal bridge downstream. "The site (for the Holbrook Bridge) was a poor one and the foundations faulty," stated State Engineer Lamar Cobb. He acted immediately to survey a new site 1000' upstream from the original. That summer, with the consultation ranch road in deteriorating condition. Without the approval of the Arizona State Engineer, the Navajo County Board of Supervisors in 1912 contracted with the El Paso Bridge Company to erect a 128' truss over the Little Colorado River 3 miles southeast of Holbrook, The bridge was flood washed the falsework away on January 19. The men resumed work soon after, completing the bridge in March 1916. Total cost: \$18,892. The Holbrook Bridge carried traffic until its replacement in 1961. Since then it has carried a

Holbrook Bridge functioned as a regionally important crossing for decades until its replacement. Technologically, the bridge is significant as an exemplary long-span Luten vehicular arch. It has the longest span of the thirteen Luten arches in Arizona. All were directly associated - either through engineering or construction - with the Topeka Bridge and Iron Company, the western arm of Daniel B. Luten's Indiana-based National Bridge Company. Designed by Luten, the The Lyman Dam disaster demonstrated graphically the impermanence of steel bridges. "The bridge is the first concrete structure of any size near Holbrook," stated Cobb, "and the people generally are highly pleased with the substantial manner of construction, as well as the beauty of the bridge." Though not on the transcontinental Old Trails Highway, the Holbrook Bridge is thus closely associated with this important national bridge company. In unaltered and good condition the Holbrook Bridge is one of Arizona's most important early spans.

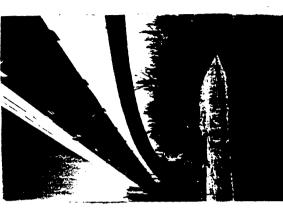
10. NAME(S) OF STRUCTURE

Holbrook Bridge (Little Colorado River Bridge)

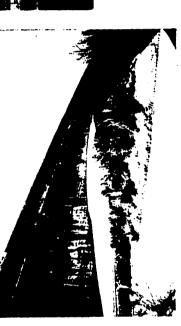
11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION











Proceedings of the Navajo County Board of Supervisors: 5 August 1912 (Book 3, page 334); 3 September 1912 (Book 3, page 350); 7 April 1913 (Book 3, page 501); Report of the State Engineer of Arizona, 1909-1914 (Phoenix: The Arizona State Press, 1914), pages 70-71, 79, 90; Second Biennial Report of the State Engineer of Arizona, 1914-1916 (Phoenix: The McNeil Company, 1916), pages 5, 197-98, 425, 441-42; Third Biennial Report of the State Engineer of Arizona, 1916-1918 (Phoenix: Arizona State Press, 1918), page 129; W.C. Nichols, "Failure of Lyman Dam Arizona," Engineering News, Vol. 3, No. 16, page 794; advertising circular for National Bridge Company, Indiana, 1907; advertising circular for Topeka Bridge and Iron Company, Topeka Kansas, 1908.

Field inspection by Clayton Fraser, 17 February 1987.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

1 April 1987

DATE