

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

Various Various Arizona  
Property Name County State

Vehicular Bridges in Arizona  
Multiple Name

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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 Andrus  
Signature of the Keeper

9/30/88  
Date of Action

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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.)

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DISTRIBUTION:

National Register property file  
Nominating Authority (without nomination attachment)

# HABS/HAER INVENTORY

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

<b>1. NAME(S) OF STRUCTURE</b> Holbrook Bridge (Little Colorado River Bridge)	
<b>2. LOCATION</b> 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	
<b>3. DATE(S) OF CONSTRUCTION</b> 1915-16	<b>4. USE (ORIGINAL/CURRENT)</b> highway bridge / ranch road bridge
<b>5. RATING</b> NRHP eligible: state significance	
<b>6. CONDITION</b> fair owner: Navajo County	
<b>7. DESCRIPTION</b> span number : 1 span length : 174.0' total length: 190.0' roadway wdt. : 16.0' superstructure: reinforced concrete luten arch w/ cantilevered roadway substructure : concrete abutments and wingwalls floor/decking : concrete deck over earth fill other features: paneled concrete parapet walls; plain, tapered cantilevered brackets	
<b>8. HISTORICAL DATA</b> 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 completed in 1913 and lasted until April 14, 1915, when the Lyman Dam at St. Johns burst and swept away five metal bridges 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 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 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 ranch road in deteriorating condition.	
<b>9. SIGNIFICANCE</b> 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 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 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.	

NPS FORM 10-900  
(4/78)

Historic American Buildings Survey / Historic American Engineering Record  
National Park Service, U.S. Department of the Interior, P.O. Box 37127, Washington, DC 20013-7127

