

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

Property Name	County	State
Various	Various	Arizona

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.

for <u>Patrick Andrews</u>	<u>9/30/88</u>
Signature of the Keeper	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, Alchey 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

1657

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

1. NAME(S) OF STRUCTURE Sand Hollow Wash Bridge		ADOT: 8662
2. LOCATION Old U.S. Highway 91 over Sand Hollow Wash 7.1 miles northeast of Littlefield; NM1/4 S35 T40N R16W Mohave County, Arizona		3. DATE(S) OF CONSTRUCTION 1929-30
6. CONDITION good; sufficiency rating: 83.5		4. USE (ORIGINAL/CURRENT) highway bridge / roadway bridge
7. DESCRIPTION span number : 2 span length : 80.0' total length: 370.0' roadway wdt.: 20.0' superstructure: riveted steel, 8-panel Warren deck truss w/ verticals at alt. panel points 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; vertical: wide flange; diagonal: wide flange; strut and lateral bracing: 1 angle; floor beam: I beam; steel lattice guardrail; steel stringer approach spans		5. RATING NRHP eligible: state significance
8. HISTORICAL DATA In 1929, the Arizona Highway Department undertook the construction of the Nevada-Utah Highway, a 30-mile road which cut across the extreme northwest corner of the state. The project (FAP 92-A) was divided into three sections, or schedules. Schedules 1 and 3 involved grading and surfacing; Schedule 2 entailed the construction of several bridges. Largest of these was the crossing over Sand Hollow Wash, a wide ravine. For this, AHD designed a steel trestle comprised of riveted deck trusses supported by steel piers. In February 1929, AHD contracted with Salt Lake City bridge builder James J. Burke for the bridges for \$43,965. Burke's crew began construction of the concrete abutments on March 31. Though scheduled for completion in September, problems delayed the work, and Burke had completed less than 25 percent at the deadline. In February 1930, he completed the bridge. The highway functioned until it was superseded in 1962 by Interstate 15. It has been reduced to a county road, carrying local traffic near Littlefield. The roadway is today in deteriorated condition, but the Sand Hollow Wash Bridge remains intact.		
9. SIGNIFICANCE Although its impact on Arizona settlement was minimal, the Nevada-Utah Highway (U.S. Highway 91) was a major thoroughfare in the Southwest, connecting Las Vegas with the east. The Sand Hollow Wash Bridge is historically important as the major feature on that route in Arizona. It is technologically significant as one of four multi-span deck-trussed trestles identified in the inventory (others: Quertino Canyon (8071); Dead Indian Canyon (0032); and Black River (3128)). All were erected between 1929 and 1934 at rural crossings in the northern half of the state, all spanned between 77' and 116', and all were designed and built either by AHD or the U.S. Bureau of Public Roads, using industry-standard truss detailing.		

