

**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>Property Name</u>	<u>County</u>	<u>State</u>
<u>Various</u>	<u>Various</u>	<u>Arizona</u>

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 Patrick Andrews
Signature of the Keeper

9/30/88
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, 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)

HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE

Black Gap Bridge (Pumroy Canyon Bridge)

ADOT: 8534

3. DATE(S) OF CONSTRUCTION

1920-21

2. LOCATION

Old Safford Road over Pumroy Canyon
7.8 miles southwest of Clifton; NW1/4 S6 T6S R30E
Greenlee County, Arizona

4. USE (ORIGINAL/CURRENT)

highway bridge / roadway bridge

5. RATING

NRHP eligible: local significance

6. CONDITION

fair; sufficiency rating: 76.5

owner: Greenlee County

span number : 1
span length : 22.3'
total length: 25.4'
roadway wdt.: 20.0'

superstructure: reinforced concrete rail top slab
substructure : masonry abutments and wingwalls
floor/decking : concrete deck
other features: concrete curbs

7. DECK

8. HISTORICAL DATA

In 1915-16, the Arizona State Engineer designed and surveyed the Clifton-Solomonville Highway across southern Greenlee and Graham counties. One section of the project began at a point three miles west of Clifton and followed a prominent ridge to the Gila River. Beyond the river, the road kept to high ground, but crossed more rugged terrain, including this crossing of rocky Black Gap. Construction was accomplished entirely by convict labor. On October 22, 1916, 22 convicts from a state prison camp south of Clifton began work without guards, and as the labor force increased to 100, construction continued throughout 1918 and 1919. The Gila River Bridge (8152) was completed in 1918, the roadway in 1920. The Black Gap Bridge - a single-span concrete rail top slab designed by the state engineer in August 1920 - was completed early the following year as the last minor link in the highway. The road has been superceded by U.S. 666 as the main regional artery but still carries local traffic as a county route. The Black Gap Bridge survives intact.

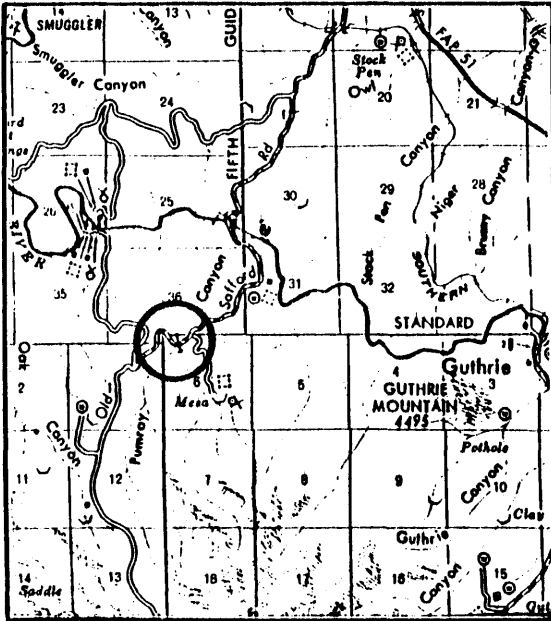
9. SIGNIFICANCE

Although the territorial and early state engineers of Arizona employed convict labor extensively to construct roadway bridges, only a handful of these early spans still remains. Undoubtedly, the most noteworthy convict-built bridges were the multi-span Tempe Bridge (1911-13) over the Salt River and the Antelope Hill Bridge (1914) and Clifton Bridge (1918) over the Gila. The Black Gap Bridge is a more modest representative of this important early construction trend in the state. It is one of four rail top slabs identified in the inventory. Using railroad rails spaced at 24" o.c. as reinforcing, the rail top slab is by nature a short-span structure, used in secondary road situations. The Black Gap Bridge is a typical and unaltered example of this unusual structural subtype.

10. NAME(S) OF STRUCTURE

Black Gap Bridge (Pumroy Canyon Bridge)

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: 8534; Structures Section, Arizona Department of Transportation, Phoenix AZ.

Third Biennial Report of the State Engineer, Arizona, 1916-1918, (Phoenix : Arizona State Press, 1918), pages 97-104.

Fifth Biennial Report of the State Engineer, Arizona, 1920-1922, (n.p., 1922), page 105.

Original construction drawings, Structures Section, Arizona Department of Transportation, Phoenix, AZ.

Field inspection by Clayton Fraser, 26 February 1987.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987