HISTORIC BRIDGE INVENTORY

Lowell Arch Bridge

PROPERTY IDENTIFICATION

county	Cochise	inventory number	00130
milepost	348.15	inventory route	SR 80
location	4.5 mi East Jct SR 92	feature intersected	Mule Gulch
city/vicinity	Bakerville	USGS quadrangle	Bisbee NE
district	84	UTM reference	12.611643.3479163

STRUCTURAL INFORMATION

main span number	1	main span type	111
appr. span number	0	appr. span type	
degree of skew	0	guardrail type	4
main span length	60.0	superstructure	concrete filled spandrel arch
structure length	105.0	substructure	concrete abutments and wingwalls w/ spread footings
roadway width	30.0	floor/decking	asphalt roadway over earth fill
structure width	33.5	other features	plain spandrel walls; moulded concrete guardrails w/ concrete doghouse guardrails

HISTORICAL INFORMATION

construction date	1911	designer/engineer	Arizona State Engineer
project number	none	builder/contractor	R. Tooney & Sons
information source	ADOT bridge records	structure owner	Arizona Department of Transportation
alteration date(s)	1934	alterations	arch barrel widened; spandrels and guardrails replaced

NATIONAL REGISTER EVALUATION

For additional information, see "Vehicular Bridges in Arizona 1880-1964" National Register Multiple Property Documentation Form

inventory score	63	NRHP eligibility	eligible
		NRHP criteria	A x B ____ C x
		signif. statement	one of Arizona's earliest bridges, modified by WPA

FORM COMPLETED BY

Clayton B. Fraser, Principal

FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537
31 October 2004

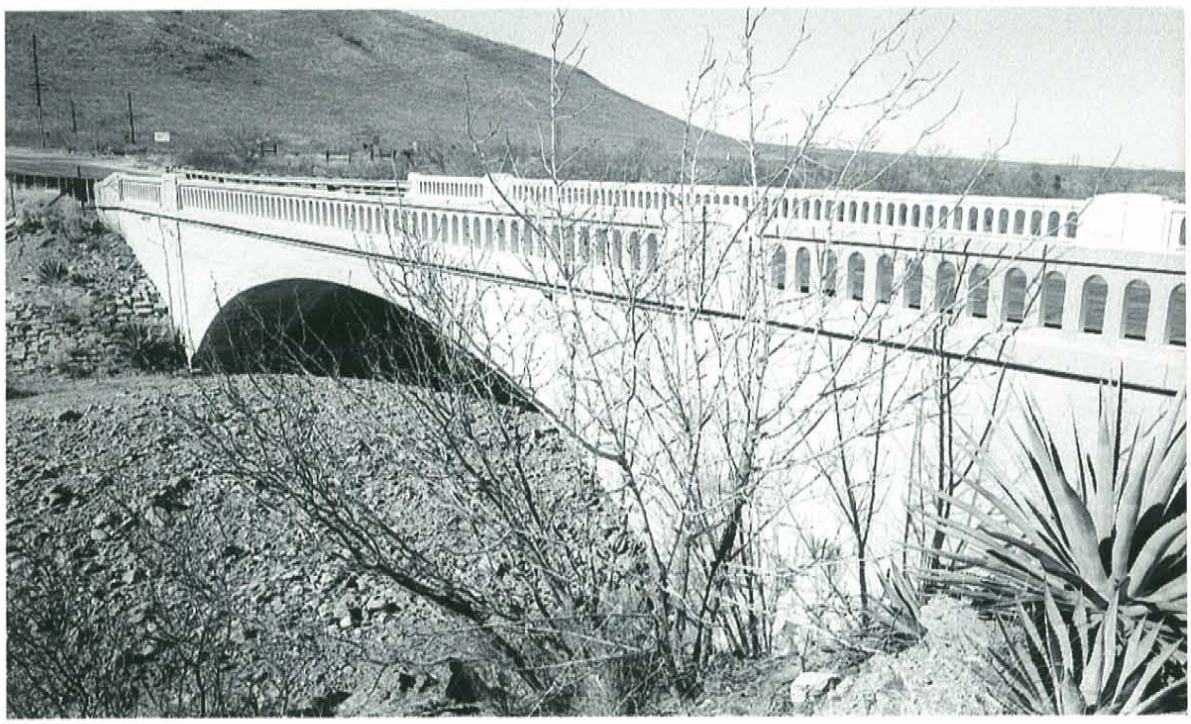


PHOTO INFORMATION

date of photo.: February 2003 view direction: northwest north photo no.: 03.02.114 03.021.129

CONSTRUCTION HISTORY

In 1910 the Arizona Territorial Engineer's Office completed the design and survey for a 22.7-mile territorial highway between Bisbee and Douglas. The highway's most substantial structure, designed by the Territorial Engineer in June 1911, was a medium-span concrete arch over Mule Gulch about six miles east of Bisbee. Composed of over 156 cubic yards of concrete, the bridge featured a 60-foot span and 16-foot roadway. The elliptical arch sprang from reinforced concrete abutments; it was finished with concrete guardrails with chamfered square balusters and incised panels on the spandrel walls. After advertising for competitive bids, the territory awarded a contract to R. Toohey and Son on October 18, 1910. Toohey completed the roadway and the Lowell Arch Bridge over a year later, in December 1911.

The bridge functioned without alteration until the early 1930s, when the Arizona Highway Department undertook a major highway widening project on US 80. In May 1934 AHD contracted with William Peper and Leo Frost of Phoenix under National Recovery Highway Project 11-A to widen the Lowell Arch. The contractors extended the abutments and wingwalls and added 14 feet of width to the arch itself by extending the arch barrel on both sides. The original spandrels were thus covered up and the guardrails were replaced with the present pierced concrete guards with paneled bulkheads. Peper and Frost completed the alterations in September 1934 for $35,559. The Lowell Arch Bridge has since carried mainline traffic on US 80 without further alteration.

SIGNIFICANCE STATEMENT

Forming a vital link between the copper mines of Bisbee and the Phelps Dodge smelter at Douglas, the Bisbee-Douglas Highway was the most expensive road-building project undertaken by the Arizona Territorial Assembly, costing almost $78,000. The Lowell Arch provided an important crossing on this early route. It was the only filled spandrel arch and one of only two concrete arches built by the Territorial Engineer (other: the open spandrel Tempe Bridge, recently demolished). As such this structure is a historically and technologically significant early Arizona bridge. The subsequent alteration has obscured most of the bridge's original fabric, however, diminishing its structural integrity. The fact that this alteration occurred during the bridge's period of significance and represents standard bridge detailing of the 1930s mitigates this loss. The Lowell Arch Bridge is still one of the state's more noteworthy structures.

NATIONAL REGISTER EVALUATION

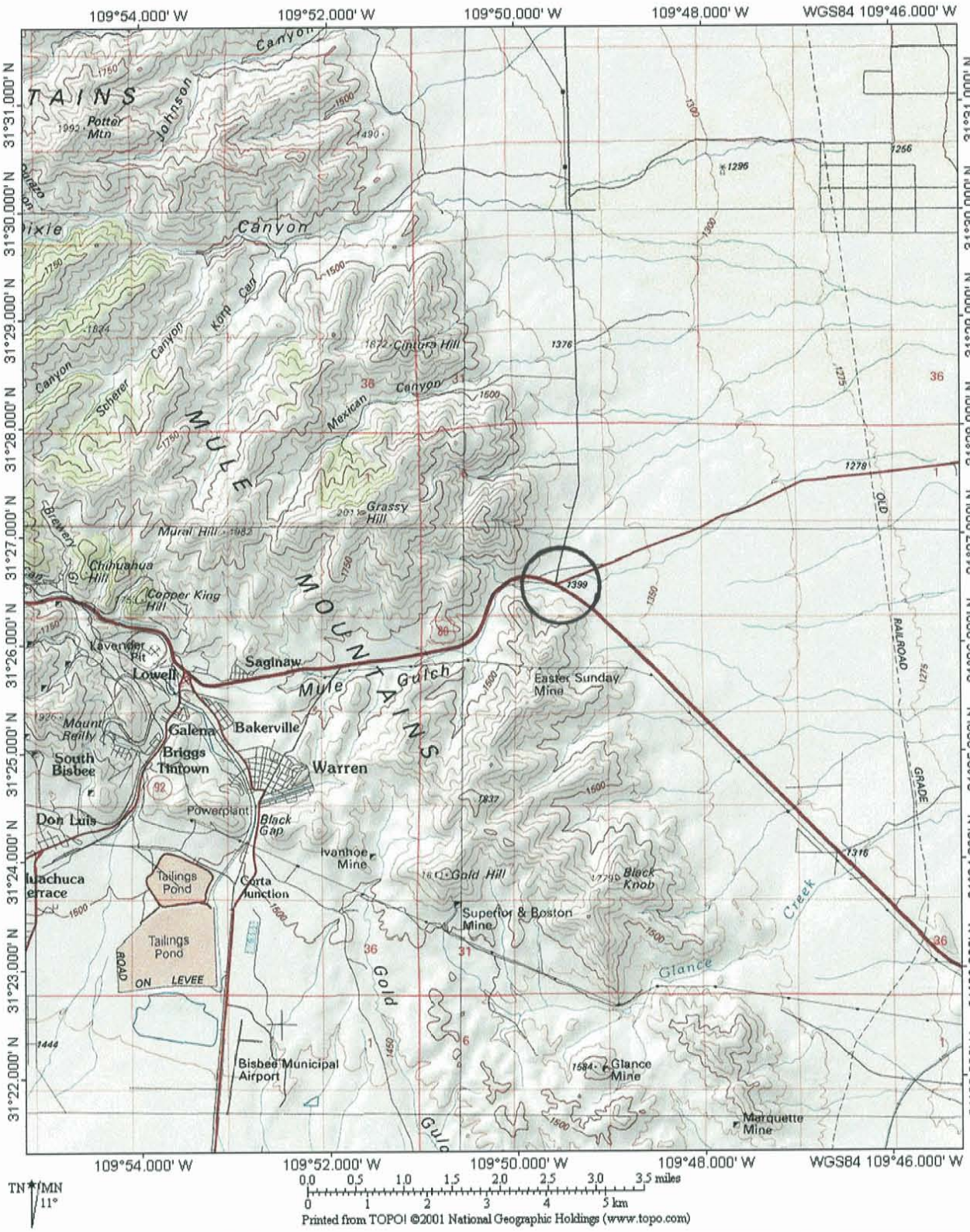
TECHNOLOGICAL SIGNIFICANCE
___ represents the work of a master
___ possesses high artistic values
_x_ represents a type, period or method of construction

HISTORICAL SIGNIFICANCE
___ associated with significant persons
x___ associat ed with significant events or patterns
___ contributes to historical district

NATIONAL REGISTER CRITERIA
_x_ Criterion A
___ Criterion B
_x_ Criterion C

NATIONAL REGISTER ELIGIBILITY
individually eligible _x_ yes ___ no
contributes to district ___ yes _x_ no

AREA OF SIGNIFICANCE: Transportation; Engineering
PERIOD OF SIGNIFICANCE: 1911-1964
THEME(S): Transportation: Highways



Location Map

HISTORIC BRIDGE INVENTORY

Benson Highway Underpass

PROPERTY IDENTIFICATION

county	Cochise	inventory number	00262
milepost	305.79	inventory route	SR 80
location	3.4 mi East Jct I 10	feature intersected	SR B 10
city/vicinity	Benson	USGS quadrangle	Benson
district	84	UTM reference	12.567050.3536933

STRUCTURAL INFORMATION

main span number	4	main span type	201
appr. span number	0	appr. span type	
degree of skew	45	guardrail type	4
main span length	43.0	superstructure	concrete slab
structure length	135.0	substructure	concrete abutments, wingwalls and piers
roadway width	24.0	floor/decking	concrete deck
structure width	26.8	other features	solid concrete guardrails with Art Moderne scoring

HISTORICAL INFORMATION

construction date	1941	designer/engineer	Arizona Highway Department
project number	FAP 79-D(3)41	builder/contractor	Pearson & Dickerson, Prescott AZ
information source	ADOT bridge records	structure owner	Arizona Department of Transportation
alteration date(s)		alterations	

NATIONAL REGISTER EVALUATION

For additional information, see "Vehicular Bridges in Arizona 1880-1964" National Register Multiple Property Documentation Form

inventory score	46	NRHP eligibility	eligible
		NRHP criteria	A ____ B ____ C x
		signif. statement	well-preserved example of ASHD architectural treatment on urban grade separation

FORM COMPLETED BY

Clayton B. Fraser, Principal

FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537
31 October 2004

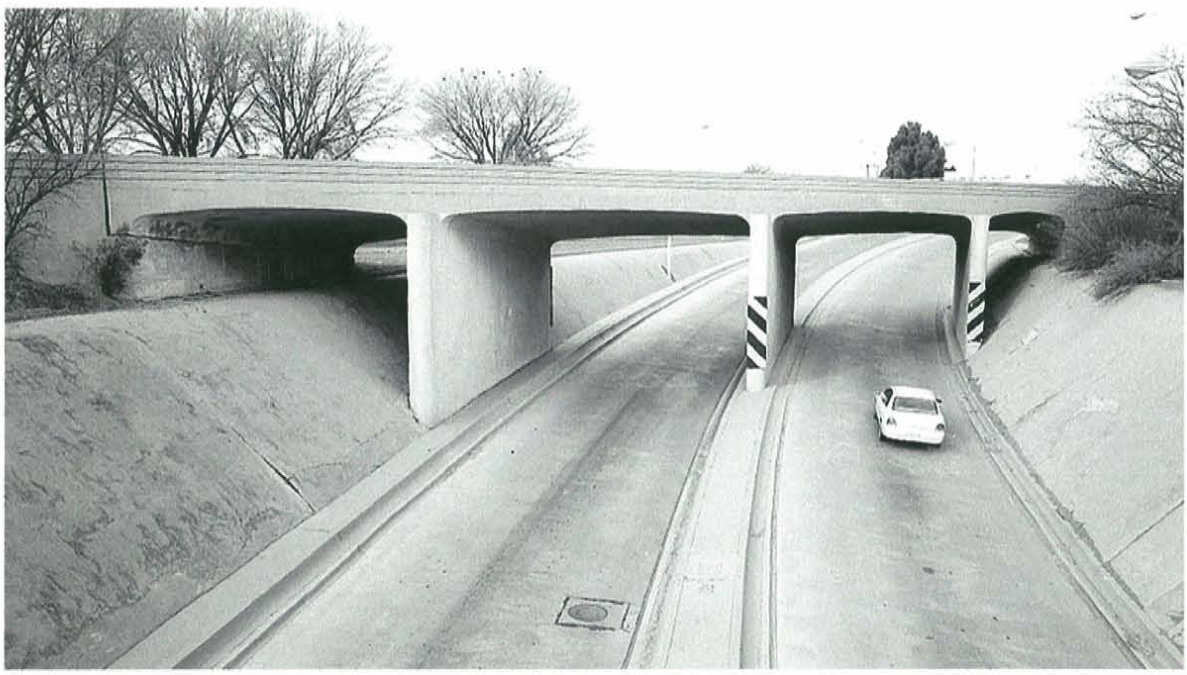


PHOTO INFORMATION

date of photo.: February 2003 view direction: northeast west photo no.: 03.02.94 03.02.96

CONSTRUCTION HISTORY

In 1940 the Arizona Highway Department began planning an interchange on the eastern periphery of the town of Benson that would separate the traffic from a highway, a city street and a railroad. The project was part of a broader effort then underway by the department to improve the Benson-Douglas Highway (US 80) across southeastern Arizona. The project included two adjacent underpasses to carry US 80 under the double tracks of the Southern Pacific Railroad and the other street. As delineated by the department, the highway underpass was configured as a concrete slab structure, with four spans—the longest of which extended 43 feet—supported by concrete piers and abutments. It featured minimalistic proportions and Art Moderne architectural detailing, with slightly arched concrete slab spans, bullnosed piers and scored parallel lines on the concrete parapets.

AHD designated the highway underpass construction as Federal Aid Project 79-D(3)41, and the bridge department engineers completed drawings for the highways and structures late in 1940. In the spring of 1941 AHD awarded separate construction contracts to Pearson & Dickerson for the two structures and adjacent highway. Under the direction of AHD Resident Engineer P.F. Glendenning, the Prescott-based contractors worked through the rest of 1941. Pearson & Dickerson completed the structures and approaches the following January. Since its completion, the Benson Highway Underpass has carried mainline highway traffic in essentially unaltered condition.

SIGNIFICANCE STATEMENT

The Benson Highway Underpass is one of several structures built by the Arizona Highway Department during the Great Depression in an extensive program to eliminate on-grade highway crossings. Like many other grade separations designed by AHD at the time, this structure featured a distinctive architectural treatment. Rather than use a classical revival idiom as it had for the Stone Avenue Underpass [**7987**] in Tucson, the Casa Grande Underpass [**0143**] and the Winslow Underpass [**0194**], AHD instead used a simpler, more modern treatment. The Benson Underpass is one of a handful of such structures to trade on the Art Moderne style (others: Peoria Underpass [**0160**], Gila Bend Overpass [**0618**] and the 17th Avenue Underpass [**7770**], all in Maricopa County). Its carefully considered proportions and scored concrete detailing distinguish it among the state's urban grade separations. An integral part of an important transcontinental highway, the Benson Highway Underpass is a well-preserved example of Depression-era bridge construction.

NATIONAL REGISTER EVALUATION

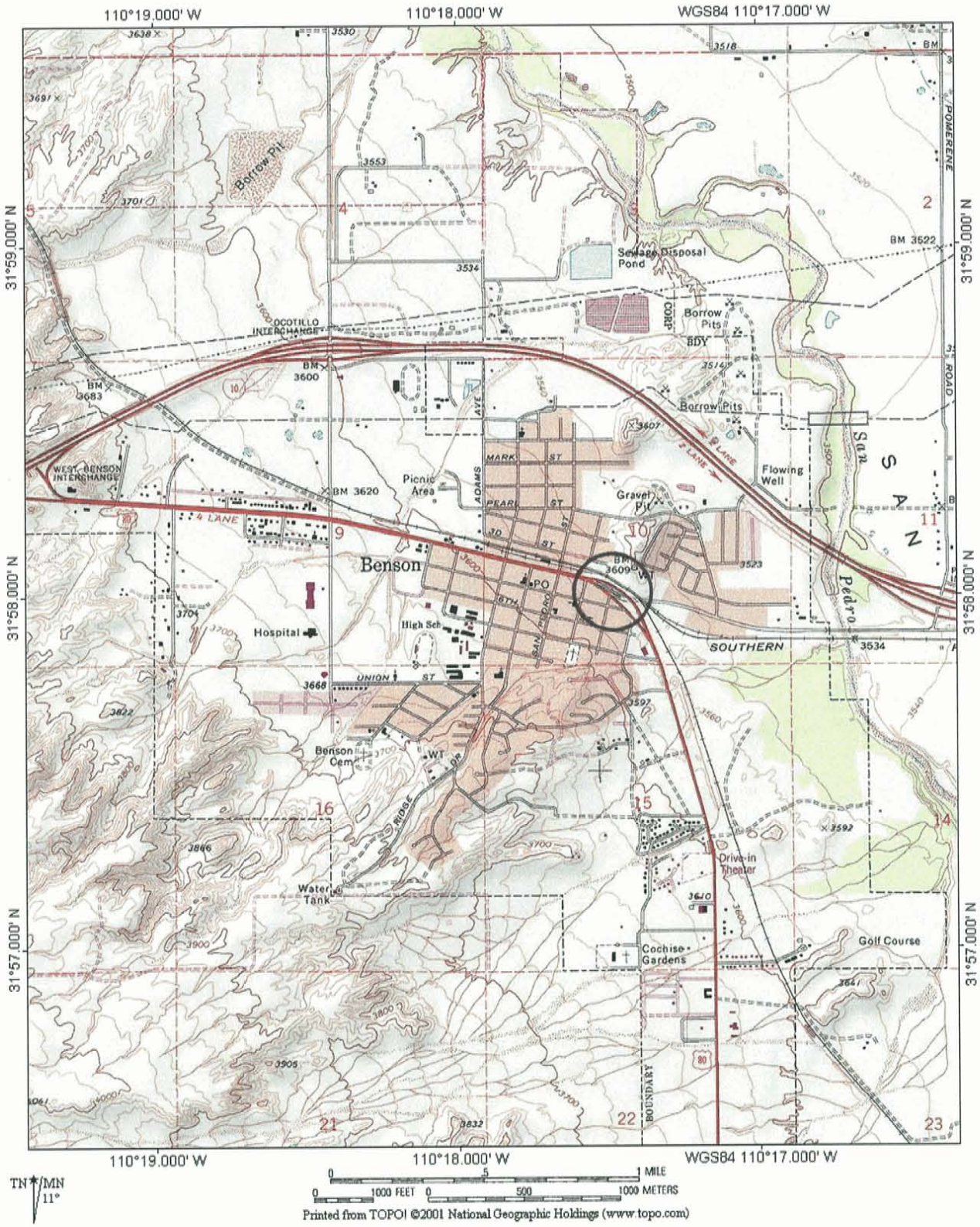
TECHNOLOGICAL SIGNIFICANCE
___ represents the work of a master
___ possesses high artistic values
_x_ represents a type, period or method of construction

HISTORICAL SIGNIFICANCE
___ associated with significant persons
_x_ associated with significant events or patterns
___ contributes to historical district

NATIONAL REGISTER CRITERIA
_x_ Criterion A
___ Criterion B
_x_ Criterion C

NATIONAL REGISTER ELIGIBILITY
individually eligible _x_ yes ___ no
contributes to district ___ yes _x_ no

AREA OF SIGNIFICANCE: Transportation; Engineering
PERIOD OF SIGNIFICANCE: 1942-1964
THEME(S): Transportation: Highways



Location Map

HISTORIC BRIDGE INVENTORY

Benson Railroad Underpass

PROPERTY IDENTIFICATION

county	Cochise	inventory number	00264
milepost	305.85	inventory route	Southern Pacific Railroad
location	2.1 mi E Jct I 10	feature intersected	SR B 10
city/vicinity	Benson	USGS quadrangle	Benson
district	84	UTM reference	12.567103.3536922

STRUCTURAL INFORMATION

main span number	2	main span type	207
appr. span number	0	appr. span type	
degree of skew	54	guardrail type	4
main span length	27.0	superstructure	concrete rigid frame
structure length	66.0	substructure	concrete abutments, wingwalls and pier
roadway width	0.0	floor/decking	ballasted railroad deck
structure width	0.0	other features	

HISTORICAL INFORMATION

construction date	1941	designer/engineer	Arizona Highway Department
project number	FAGH 137-E(1)41	builder/contractor	Pearson & Dickerson, Prescott AZ
information source	ADOT bridge records	structure owner	Union Pacific Railroad
alteration date(s)		alterations	

NATIONAL REGISTER EVALUATION

For additional information, see "Vehicular Bridges in Arizona 1880-1964" National Register Multiple Property Documentation Form

inventory score	51	NRHP eligibility	eligible
		NRHP criteria	A x B ____ C x
		signif. statement	well-preserved example of ASHD architectural treatment on urban grade separation

FORM COMPLETED BY

Clayton B. Fraser, Principal

FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537
31 October 2004

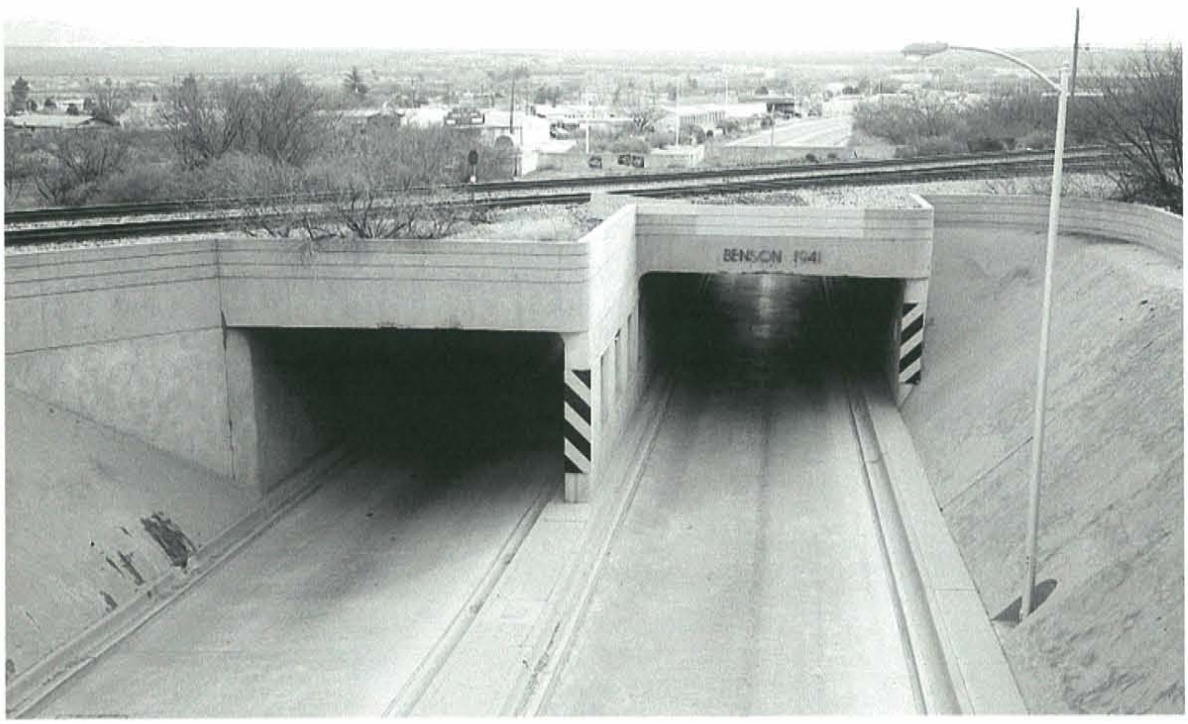


PHOTO INFORMATION

date of photo.: February 2003 view direction: northeast west photo no.: 03.02.94 03.02.96

CONSTRUCTION HISTORY

In 1940 the Arizona Highway Department began planning an interchange on the eastern periphery of the town of Benson that would separate the traffic from a highway, a city street and a railroad. The project was part of a broader effort then underway by the department to improve the Benson-Douglas Highway (US 80) across southeastern Arizona. The project included two adjacent underpasses to carry US 80 under the double tracks of the Southern Pacific Railroad and the other street. As delineated by the department that year, the railroad underpass was configured as a concrete rigid frame structure, with two 27-foot spans staggered to accommodate the skewed angle of the highway-railroad intersection. It featured minimalistic proportions and Art Moderne architectural detailing, with scored parallel lines in the concrete spandrel walls, radiused corners in the concrete parapets and the words "Benson 1941" rendered in Art Moderne aluminum letters applied to both portals.

AHD designated the railroad underpass project as Project SN-FAGH 137-E(1), and the bridge department engineers completed drawings for the highways and structures late in 1940. In the spring of 1941 AHD awarded separate construction contracts to Pearson & Dickerson for the two structures and adjacent highway. Under the direction of AHD Resident Engineer P.F. Glendenning, the Prescott-based contractors worked through the rest of 1941. Pearson & Dickerson completed the structures and approaches the following January. Since its completion, the Benson Railroad Underpass has carried highway traffic in essentially unaltered condition.

SIGNIFICANCE STATEMENT

The Benson Underpass is one of several structures built by the Arizona Highway Department during the Great Depression in an extensive program to eliminate on-grade highway crossings. Like many other grade separations designed by AHD at the time, this structure featured a distinctive architectural treatment. Rather than use a classical revival idiom as it had for the Stone Avenue Underpass [**7987**] in Tucson, the Casa Grande Underpass [**0143**] and the Winslow Underpass [**0194**], AHD instead used a simpler, more modern treatment. The Benson Underpass is one of a handful of such structures to trade on the Art Moderne style (others: Peoria Underpass [**0160**], Gila Bend Overpass [**0618**] and the 17th Avenue Underpass [**7770**], all in Maricopa County). Its carefully considered proportions and scored concrete detailing distinguish it among the state's urban grade separations. An integral part of an important transcontinental highway, the Benson Highway Underpass is a well-preserved example of Depression-era bridge construction.

NATIONAL REGISTER EVALUATION

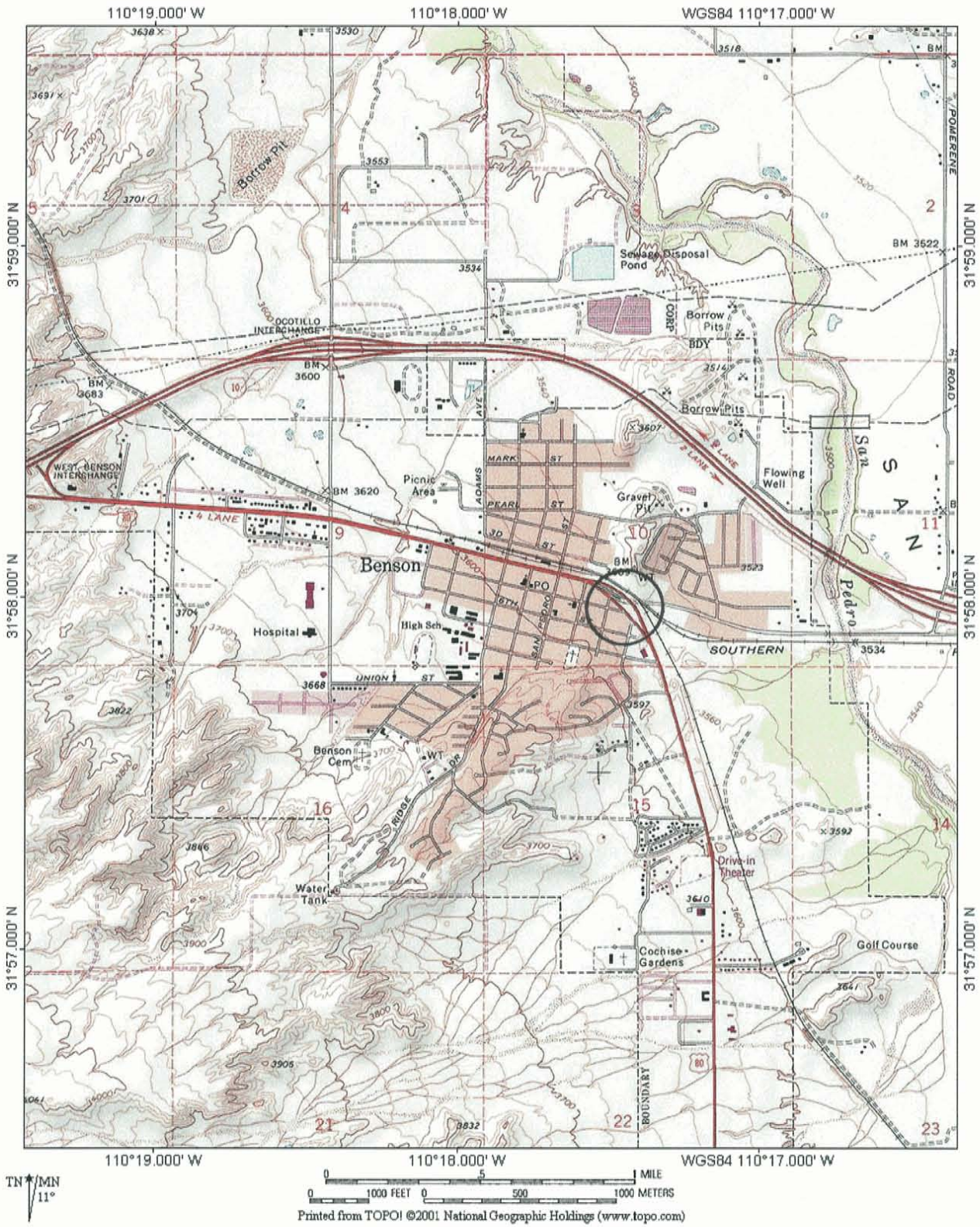
TECHNOLOGICAL SIGNIFICANCE
___ represents the work of a master
___ possesses high artistic values
_x_ represents a type, period or method of construction

HISTORICAL SIGNIFICANCE
___ associated with significant persons
_x_ associated with significant events or patterns
___ contributes to historical district

NATIONAL REGISTER CRITERIA
_x_ Criterion A
___ Criterion B
_x_ Criterion C

NATIONAL REGISTER ELIGIBILITY
individually eligible _x_ yes ___ no
contributes to district ___ yes _x_ no

AREA OF SIGNIFICANCE: Transportation; Engineering
PERIOD OF SIGNIFICANCE: 1942-1964
THEME(S): Transportation: Highways



Location Map

HISTORIC BRIDGE INVENTORY

Benson Bridge

PROPERTY IDENTIFICATION

county	Cochise	inventory number	00350
milepost	306.45	inventory route	SR B 10
location	0.7 mi East Jct SR 80	feature intersected	San Pedro River
city/vicinity	Benson	USGS quadrangle	Benson
district	84	UTM reference	12.568155.3536778

STRUCTURAL INFORMATION

main span number	3	main span type	403
appr. span number	0	appr. span type	
degree of skew	12	guardrail type	9
main span length	160.0	superstructure	steel cantilever plate deck girder
structure length	402.0	substructure	concrete abutments, wingwalls and piers
roadway width	30.0	floor/decking	concrete deck
structure width	35.0	other features	concrete Jersey barrier guardrails with Thrie beams at approaches

HISTORICAL INFORMATION

construction date	1950	designer/engineer	Arizona Highway Department
project number	FAP 137(6)	builder/contractor	R.H. Martin Contracting Company, Tucson AZ
information source	ADOT bridge records	structure owner	Arizona Department of Transportation
alteration date(s)	ca1990	alterations	guardrails replaced with Jersey barriers

NATIONAL REGISTER EVALUATION

For additional information, see "Vehicular Bridges in Arizona 1880-1964" National Register Multiple Property Documentation Form

inventory score	58	NRHP eligibility	eligible
		NRHP criteria	A ____ B ____ C x
		signif. statement	long-span example of uncommon structural type, altered

FORM COMPLETED BY

Clayton B. Fraser, Principal

FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537
31 October 2004

PHOTO INFORMATION

date of photo.: February 2003 view direction: west southeast photo no.: 03.02.136 03.02.134

CONSTRUCTION HISTORY

Early in 1949 the Arizona Highway Department began planning for the replacement of the existing multiple-span bridge over the San Pedro River on the eastern periphery of Benson. The steel truss structure here had formed a regionally important crossing for decades, but its narrow roadway was creating a bottleneck for traffic. As delineated by AHD engineers, the replacement structure would be comprised of three long steel girder spans—a 160-foot center span flanked by 105-foot approaches on both ends—supported continuously by reinforced concrete abutments and piers over concrete piles. Each span was made up of two deep deck girders, steel angle lateral braces and with riveted angle flanges and web stiffeners. The central span cantilevered over the piers, tapering slightly to the smaller depth of the approach spans. This effectively increased its allowable span length and simplified the bearing conditions by reducing the number of cast steel bearing shoes at each pier to two. The girders carried a 30-foot-wide reinforced concrete deck, which was bounded on both sides by aluminum guardrails.

On May 20, 1949, AHD awarded the contract for the bridge to the R.H. Martin Contracting Company of Tucson. A Martin crew first dismantled the existing bridge and stored the pieces nearby before beginning substructural excavation for the replacement structure. Martin used a steel superstructure fabricated in Phoenix by the Allison Steel Manufacturing Company, and, once the girders were in place, laid the concrete deck and installed the guardrails. In 1950 the bridge was completed. The Benson Bridge consumed almost 600,000 pounds of structural steel and cost $217,290. It carried mainline traffic on US 80, until construction of Interstate 10 in 1971. More recently the bridge's guardrails were replaced with concrete Jersey barriers, as it now carries a business loop through Benson as part of the interstate highway system.

SIGNIFICANCE STATEMENT

The San Pedro River presented one of the most formidable obstacles to transcontinental traffic across Arizona on the Ocean-to-Ocean Highway (US 80). This crossing east of Benson is thus one of the more important on the highway's length. With three deck girder spans and an overall length of 400 feet, the Benson Bridge features one of the larger span lengths in the inventory.

NATIONAL REGISTER EVALUATION

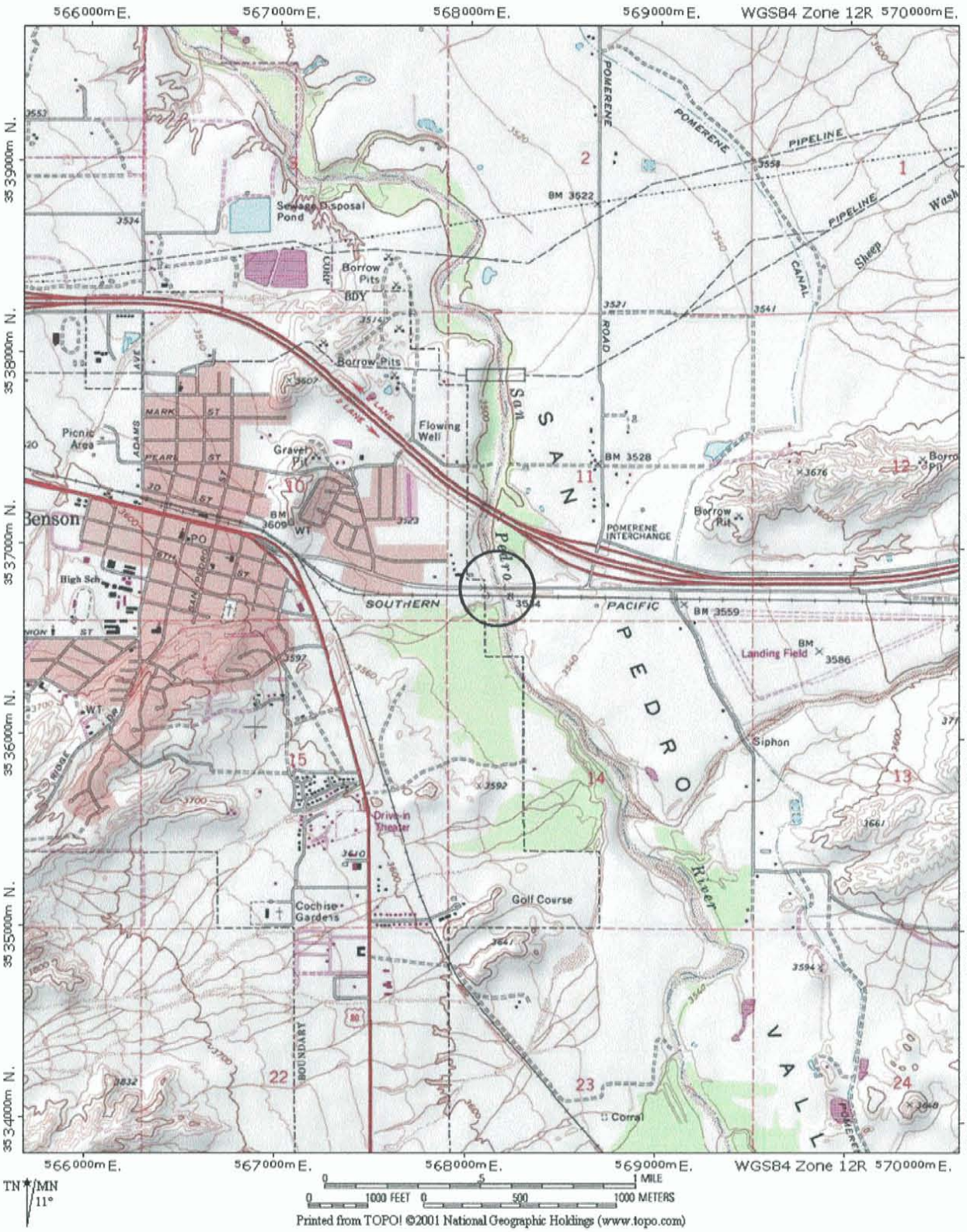
TECHNOLOGICAL SIGNIFICANCE
___ represents the work of a master
___ possesses high artistic values
_x_ represents a type, period or method of construction

HISTORICAL SIGNIFICANCE
___ associated with significant persons
_x_ associated with significant events or patterns
___ contributes to historical district

NATIONAL REGISTER CRITERIA
_x_ Criterion A
___ Criterion B
_x_ Criterion C

NATIONAL REGISTER ELIGIBILITY
individually eligible _x_ yes ___ no
contributes to district ___ yes _x_ no

AREA OF SIGNIFICANCE: Transportation; Engineering
PERIOD OF SIGNIFICANCE: 1950-1964
THEME(S): Transportation: Highways



Location Map

HISTORIC BRIDGE INVENTORY

Leslie Creek Bridge

PROPERTY IDENTIFICATION

county	Cochise	inventory number	08115
milepost	0.00	inventory route	Leslie Canyon Road
location	17 mi N of SR 80	feature intersected	Leslie Creek
city/vicinity	McNeal	USGS quadrangle	Leslie Canyon
district	84	UTM reference	12.639925.3494752

STRUCTURAL INFORMATION

main span number	1	main span type	310
appr. span number	0	appr. span type	
degree of skew	0	guardrail type	6
main span length	70.0	superstructure	steel rigid-connected Warren pony truss
structure length	71.0	substructure	concrete abutments and wingwalls
roadway width	17.4	floor/decking	timber deck with earth overburden
structure width	18.3	other features	upper chord: 2 channels w/ cover plate and lacing; lower chord: 2-4 angles w/ batten plates; vertical/diagonal: 2 angles w/ batten plates; floor beam: I-beam; steel lattice guardrails

HISTORICAL INFORMATION

construction date	1928	designer/engineer	Virginia Bridge & Iron Company
project number		builder/contractor	county work force
information source	county bridge records	structure owner	Cochise County
alteration date(s)		alterations	

NATIONAL REGISTER EVALUATION

For additional information, see "Vehicular Bridges in Arizona 1880-1964" National Register Multiple Property Documentation Form

inventory score	47	NRHP eligibility	eligible
		NRHP criteria	A ____ B ____ C x
		signif. statement	well-preserved example of now-rare standard structural type

FORM COMPLETED BY

Clayton B. Fraser, Principal

FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537
31 October 2004

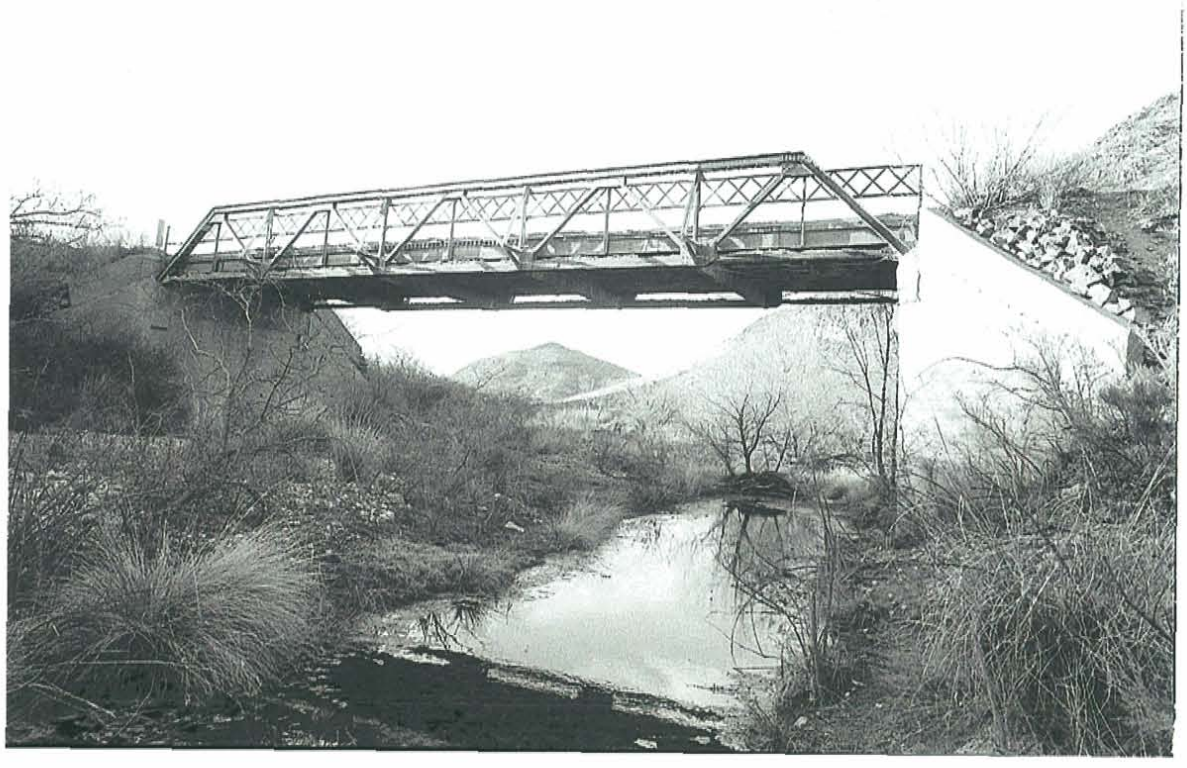


PHOTO INFORMATION

date of photo.: February 2003 view direction: north photo no.: 03.02.56

CONSTRUCTION HISTORY

Early in 1928 the Cochise County Board of Supervisors moved to construct a bridge over Leslie Creek on the Leslie Canyon Road north of Douglas. For the superstructure, the board ordered a standard medium-span pony truss from the Virginia Bridge & Iron Company of Roanoke, Virginia. Virginia B&I put together a rigid-connected Warren pony truss, comprised of built-up box beams for the upper chords and paired angles for the lower. Extending 70 feet in length, the truss was comprised of 10 equal-length panels, with verticals at the panel points. The nationally active bridge company fabricated this structure using steel rolled by the Tennessee Steel Company and shipped it by rail to Arizona in May. Under the direction of Cochise County Engineer Syd Smith, a crew of force account laborers poured the reinforced concrete abutments and wingwalls, built the timber falseworks for the truss and erected this span that summer. Located on a sparsely traveled road in this remote region, the Leslie Creek Bridge has functioned in place since that time, essentially unaltered.

SIGNIFICANCE STATEMENT

Although the Arizona Highway Department had taken the principal responsibility for bridge construction on primary and secondary routes in the state by the time this bridge was built in 1928, the individual counties continued to erect small-scale structures of their own, as they had in the late 19th and early 20th centuries. The Leslie Creek Bridge is an example of this historical trend—an unaltered county-built structure, comprised of prefabricated steel truss superstructure purchased from a national bridge company and erected by a local work crew. It is one of eight such straight-chorded Warren pony trusses identified in the inventory—a typical later representative of short-span vehicular truss design.

NATIONAL REGISTER EVALUATION

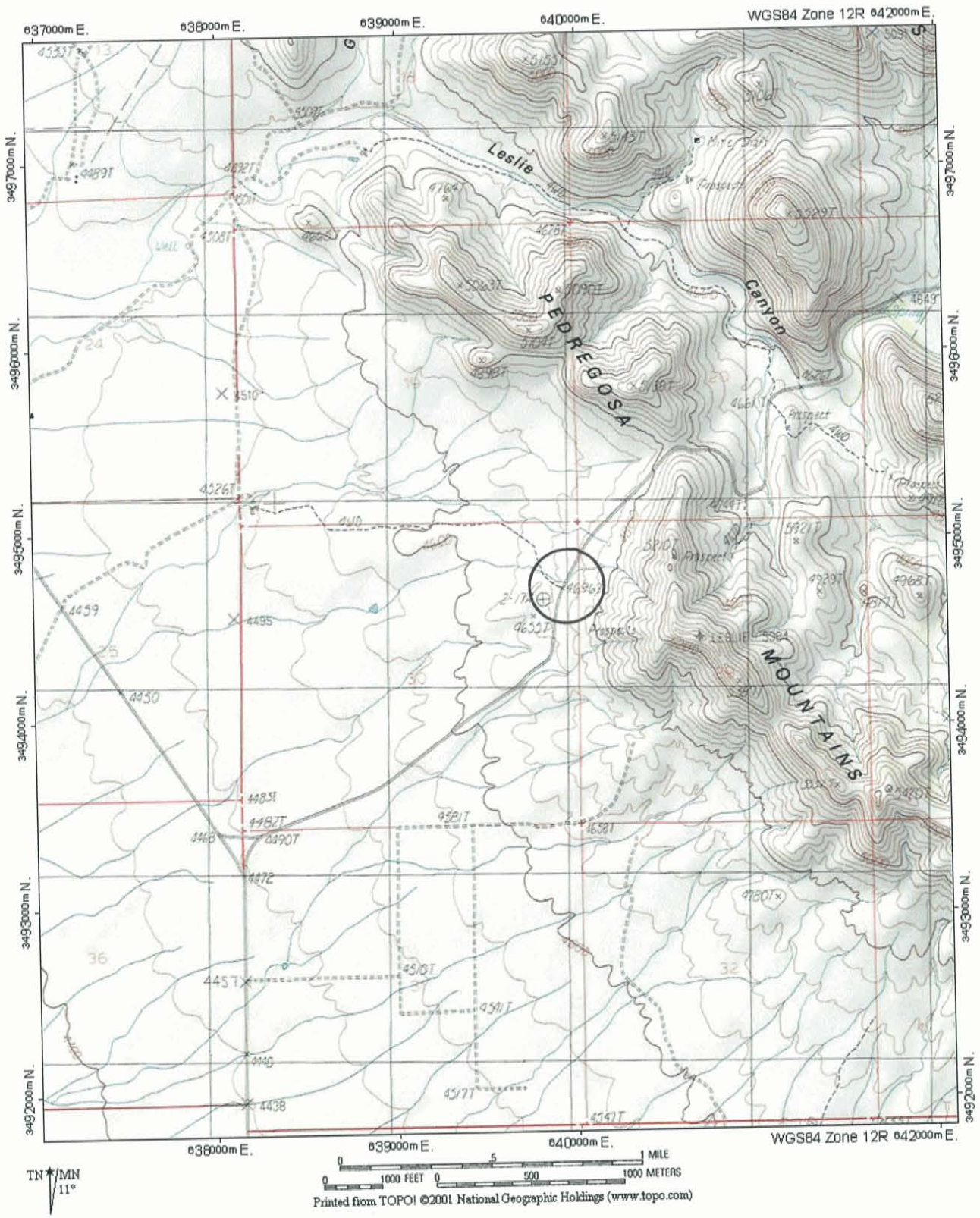
TECHNOLOGICAL SIGNIFICANCE
___ represents the work of a master
___ possesses high artistic values
_x_ represents a type, period or method of construction

HISTORICAL SIGNIFICANCE
___ associated with significant persons
_x_ associated with significant events or patterns
___ contributes to historical district

NATIONAL REGISTER CRITERIA
_x_ Criterion A
___ Criterion B
_x_ Criterion C

NATIONAL REGISTER ELIGIBILITY
individually eligible _x_ yes ___ no
contributes to district ___ yes _x_ no

AREA OF SIGNIFICANCE: Engineering
PERIOD OF SIGNIFICANCE: 1928-1964
THEME(S): Transportation: Highways



Location Map

HISTORIC BRIDGE INVENTORY

Hereford Bridge

PROPERTY IDENTIFICATION

county	Cochise	inventory number	09214
milepost	0.00	inventory route	Hereford Road
location	8.3 mi East of SR 92	feature intersected	San Pedro River
city/vicinity	Hereford	USGS quadrangle	Hereford
district	84	UTM reference	12.584800.3478538

STRUCTURAL INFORMATION

main span number	3	main span type	310
appr. span number	0	appr. span type	
degree of skew	0	guardrail type	6
main span length	102.0	superstructure	steel rigid-connected Warren pony truss
structure length	267.0	substructure	concrete abutments and wingwalls with steel cylinder piers
roadway width	15.7	floor/decking	concrete deck over steel stringers
structure width	16.2	other features	upper chord: 2 channels w/ cover plate and lacing; lower chord: 4 angles w/ batten plates; vertical/diagonal: 2 or 4 angles w/ batten plates; floor beam: I-beam; steel angle outriders

HISTORICAL INFORMATION

construction date	1913	designer/engineer	Cochise County Engineer
project number		builder/contractor	Midland Bridge Co.; Bane & Tarrant; Ware Co.
information source	county bridge records	structure owner	Cochise County
alteration date(s)	1915 1927 1978	alterations	truss spans added; deck and stringers replaced and braces added

NATIONAL REGISTER EVALUATION

For additional information, see "Vehicular Bridges in Arizona 1880-1964" National Register Multiple Property Documentation Form

inventory score	71	NRHP eligibility	listed
		NRHP criteria	A ____ B ____ C x
		signif. statement	well-preserved, early example of county truss bridge construction

FORM COMPLETED BY

Clayton B. Fraser, Principal

FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537
31 October 2004

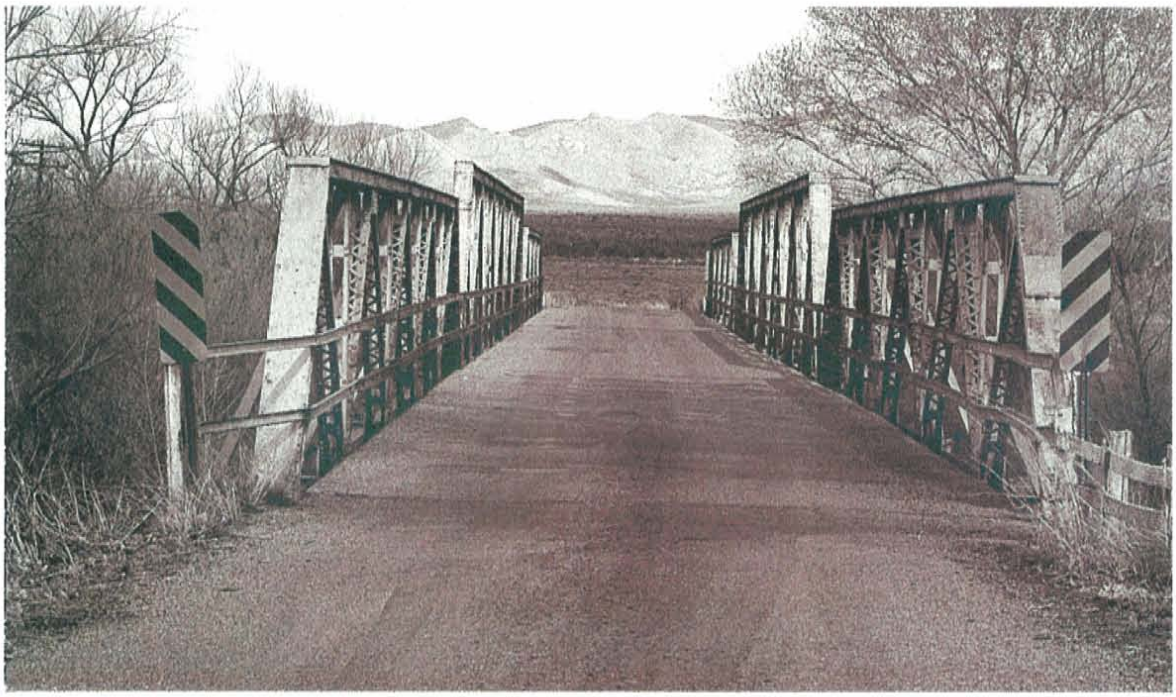


PHOTO INFORMATION

date of photo.: February 2003 view direction: southwest north photo no.: 03.02.45 03.02.47

CONSTRUCTION HISTORY

The Hereford Bridge is a three-span truss that carries an asphalt-surfaced county road over the San Pedro River in Cochise County. Located west of Bisbee, the structure is actually an agglomeration of spans, built in three successive stages. The bridge traces its origins to September 1912, when the Cochise County Board of Supervisors advertised for bid to construct a two-span truss, supported by steel cylinder piers. After rejecting the first letting the next month, the county contracted with the Midland Bridge Company of Kansas City for a single 80-foot truss for $3112. Midland completed the structure in March 1913. Although evidence is contradictory, it appears that in March 1915 the county contracted with Bane & Tarrant to move the original span about 200 feet upriver and erect a second span.

Using a steel superstructure fabricated by the Penn Bridge Company of Beaver Falls, Pennsylvania, the local firm completed this second truss later that year. Finally, in March 1927 the county contracted with the Ware Company of El Paso, Texas, to erect a third pony truss span and move one of the earlier spans. Ware purchased a 100-foot truss from the Virginia Bridge & Iron Company of Roanoke, completing the bridge in December 1927. Since this last addition, the Hereford Bridge has carried vehicular traffic at this crossing, in largely unaltered condition. The only appreciable changes have been paving the deck with asphalt and installing steel Thrie beam guardrails at the approaches.

SIGNIFICANCE STATEMENT

Before creation of the Arizona Territorial Engineer's office in 1909, vehicular bridges were built either by the counties or by private entities such as toll road operators. The state began building bridges almost immediately after its formation in 1912. Following passage of the Federal Highways Act in 1916, the Arizona Highway Department began taking a much more active role in bridge design and construction. But in the early years, the counties continued to build bridges from their own designs. The Hereford Bridge is a typical, county-built truss bridge, comprised of standard-design trusses erected from prefabricated components by three regional bridge companies. Its staged construction is unusual, however, and the 1912 span is one of the two earliest vehicular trusses still in use in the state (other: Chevelon Creek Bridge [**8158**] in Navajo County). Moreover, the Hereford Bridge is one of only two multiple-span pony trusses left in the state (other: St. Joseph Bridge [**8157**] in Navajo County). Begun soon after Arizona achieved statehood, the Hereford Bridge is an important representative of early Arizona truss construction.

NATIONAL REGISTER EVALUATION

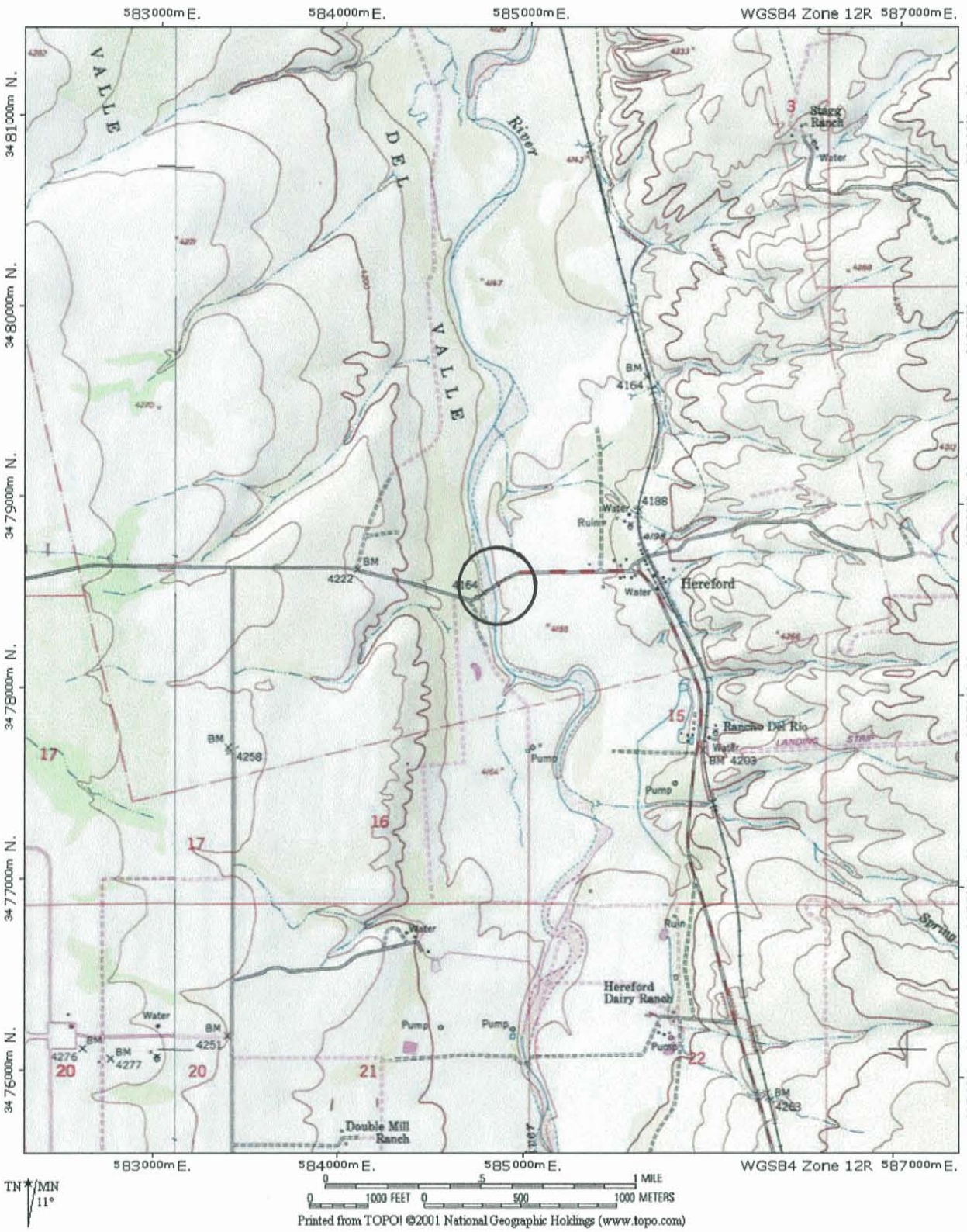
TECHNOLOGICAL SIGNIFICANCE
___ represents the work of a master
___ possesses high artistic values
_x_ represents a type, period or method of construction

HISTORICAL SIGNIFICANCE
___ associated with significant persons
___ associated with significant events or patterns
___ contributes to historical district

NATIONAL REGISTER CRITERIA
___ Criterion A
___ Criterion B
_x_ Criterion C

NATIONAL REGISTER ELIGIBILITY
individually eligible _x_ yes ___ no
contributes to district ___ yes _x_ no

AREA OF SIGNIFICANCE: Engineering
PERIOD OF SIGNIFICANCE: 1913-1964
THEME(S): Transportation: Highways



Location Map