

HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE

Jack's Canyon Bridge

2. LOCATION

Abandoned grade of State Highway 99 over Jack's Canyon
4.5 miles southeast of Winslow; NW1/4 S9 T18N R16E
Navajo County, Arizona

3. DATE(S) OF CONSTRUCTION

1913

4. USE (ORIGINAL/CURRENT)

highway bridge / abandoned

6. RATING

NRHP eligible: local significance

6. CONDITION

fair

owner: Navajo County

span number : 1
span length : 30.0'
total length: 44.0'
roadway wdt.: 16.2'

superstructure: reinforced concrete rail top slab
substructure : concrete abutments and wingwalls poured on rock embankments
floor/decking : concrete deck
other features: threaded steel guardrails (removed) w/ concrete curbs

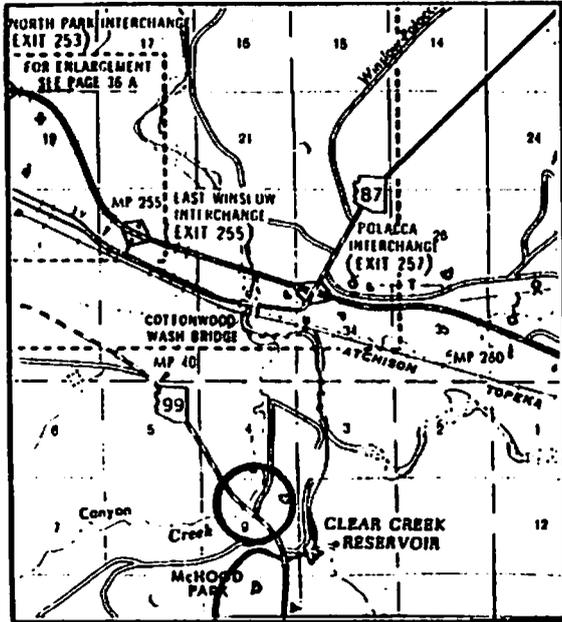
The Santa Fe Highway across northern Arizona crossed rugged Jack's Canyon about 4½ miles southeast of Winslow in Navajo County. Named after Jack "Dishrag" DeSchrardt, the narrow canyon was steep and rocky and presented a serious obstacle to the major east-west highway. In 1913 the Arizona State Engineer designed this modest, single-span concrete bridge to cross it. That year, force account state laborers built the bridge under the direction of Assistant Engineer B.M. Atwood for a total cost of \$1163. The plank formwork was crude, the design simple and unarticulated, and the guardrails consisted of threaded steel pipes: indicative of the early construction by an unskilled work crew. The Jack's Canyon Bridge carried vehicular traffic - first on the Santa Fe Highway and later on State Highway 99 - until its abandonment (the present bridge was built in 1968). The guardrails have since been removed and the concrete deck has deteriorated, but the structure remains otherwise intact.

Alternately known as the Santa Fe Highway (in Arizona) and the Old Trails Highway (its national appellation), this route has served historically as the principal east-west transcontinental artery across northern Arizona. Only the Ocean-to-Ocean Highway, which passed through Yuma, Phoenix and Safford, carried more traffic in the state in the 1910s and 1920s. The Jack's Canyon Bridge formed an integral link on the road and is historically significant as the earliest structure identified in Arizona from the original route. The bridge is technologically significant as the earliest and longest example in the inventory of an unusual structural subtype: the rail top slab. Using railroad rails spaced at 24" o.c. as reinforcing, the rail top slab is by nature a short-span structure, used later in secondary road situations. Though modest in appearance, the Jack's Canyon Bridge is an important representative of early vehicular bridge construction in Arizona.

10. NAME(S) OF STRUCTURE

Jack's Canyon Bridge

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



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION
GENERAL HIGHWAY MAP



Report of the State Engineer of the State of Arizona, 1909-1914, (Phoenix: Arizona State Press, 1914), pages 118-20.

Byrd Howell Granger, Arizona's Names, (Tucson: Treasure Chest Publications, 1983), page 327.

Field inspection by Clayton Fraser, 7 October 1986.

12. SOURCES

13. INVENTORIED BY:

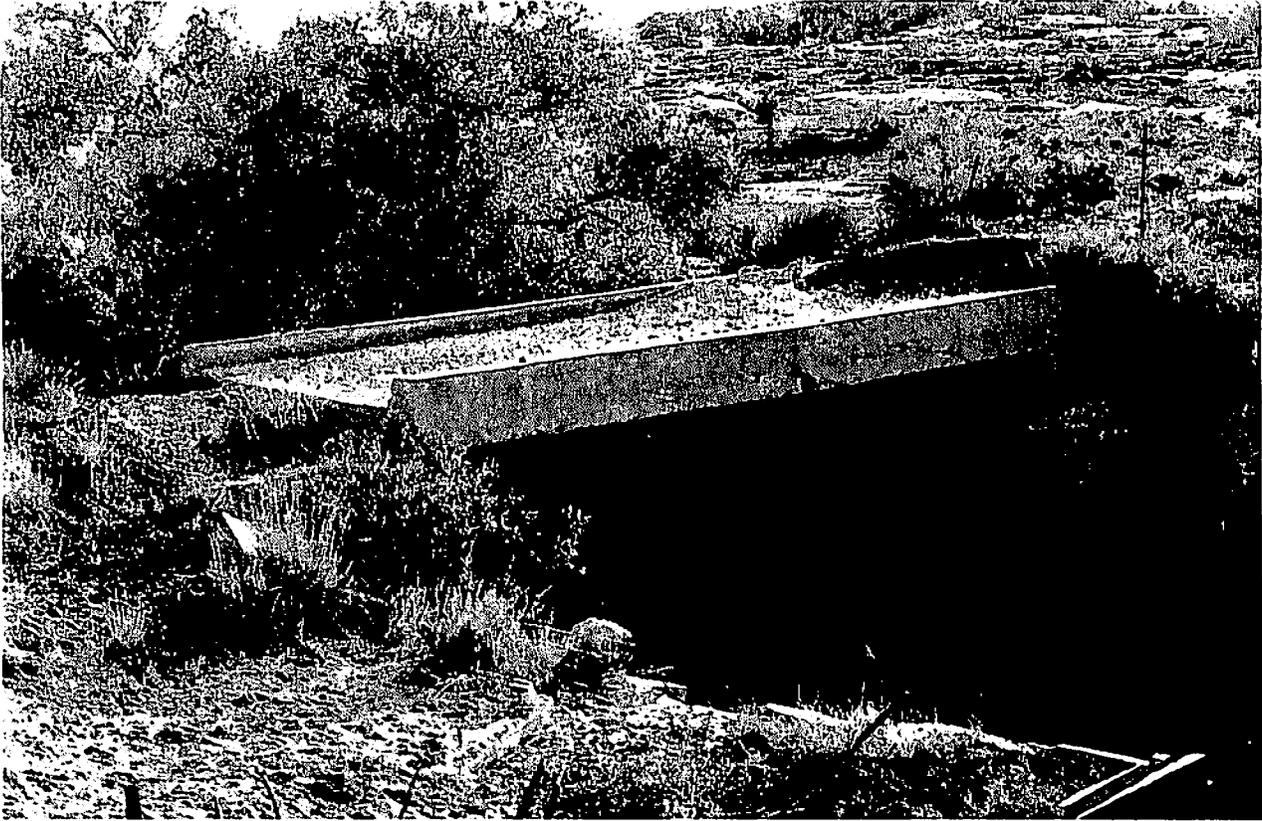
Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987



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

Vehicle 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

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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)