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<tr>
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<tr>
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<td>Yosemite Valley Bridge</td>
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<tr>
<td>CITY, TOWN</td>
<td>Yosemite National Park</td>
<td>Yosemite National Park</td>
</tr>
<tr>
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<tr>
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<td>COURTHOUSE</td>
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<th>6. REPRESENTATION IN EXISTING SURVEYS</th>
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There are 8 granite-faced, concrete arch road bridges on the Valley floor in Yosemite National Park. They were constructed between 1921 and 1933, with five built in 1928. The bridges are similar in design, but vary in size and configuration. All bridges are constructed of reinforced concrete in the form of a semi-elliptical or 3-centered arch. The concrete is veneered with rough quarried, rock-faced granite which is laid in an uncruseted rubble bond. The bridges feature finely cut, rock-faced voussoirs and keystones.

All bridges span the Merced River except for the Yosemite Creek Bridge, which crosses Yosemite Creek, and the Tenaya Creek Bridge, which crosses Tenaya Creek.

Yosemite Creek Bridge:
Built - 1922
Designer - NPS
Type - Reinforced concrete arch veneered with native granite
Length = 32'
Span = 1 - 50'
Slope = 0°
Width = 26', no sidewalks
Traffic lanes = 2
Surfacing = asphaltic concrete
Original cost = $32,000.00
The bridge is crowned transversely at the center point of the span. The parapets parallel the sloping grade of the roadway. The wing walls and buttress are skewed slightly, and the buttresses were originally topped with small lanterns. Granite coping stones overhang the parapet walls. This is the oldest of the eight bridges, and original drawings exist in NPS files.

Ahwahnee Bridge:
Built - 1928
Designer - NPS
Type - Reinforced concrete arches, veneered with native granite
Length = 122'
Span = 3: 1-42', 2-39' each
Slope = 0°
Width = Total 39'; roadway 27', one sidewalk 5', one bridle path 7'
Traffic lanes = 2
Surfacing = asphaltic concrete
Original cost = $59,513.03
This bridge differs from the others with its triple arched span.
**SIGNIFICANCE:**

<table>
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<tr>
<th>PERIOD</th>
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<tbody>
<tr>
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**SPECIFIC DATES:** 1922 - Present

**STATEMENT OF SIGNIFICANCE:**

The eight highway bridges in Yosemite Valley are of local significance in the category of "architecture" as outstanding examples of "rustic" or "rustic" architectural design. They were designed by national Park Service Field Landscape architects charged with minimizing the impact of new roads on the natural environment.

The bridges are of local significance because they were designed to harmonize with the native granite of Yosemite Valley. The design of the bridges was based on the principle of "rustic" architecture, which seeks to blend the structure with the natural surroundings.

**Building Materials:**

- **Concrete:** The concrete used in the bridges was specially designed to resemble the native granite of Yosemite Valley. The concrete was colored to match the granite, and the surface was textured to mimic the rough texture of the granite.

- **Rustic Elements:** The bridges feature "rustic" elements such as rough-hewn timbers, natural stone coping, and the use of native granite for the piers and abutments.

**Construction:**

- **Foundation:** The foundation of each bridge was constructed to blend seamlessly with the natural landscape. The piers and abutments were designed to look as if they were part of the landscape, rather than standing out as a man-made structure.

- **Design:** The design of the bridges was carefully considered to ensure that they would not be an eyesore in the Yosemite Valley. The arches were designed to complement the natural arches of the valley, and the overall design was intended to be in harmony with the environment.

**Impact:**

- **Environmental Impact:** The design of the bridges was intended to minimize the impact on the natural landscape. The concrete was designed to be as unobtrusive as possible, and the use of native granite helped to blend the structure into the landscape.

- **Aesthetic Impact:** The bridges are considered to be an excellent example of "rustic" architecture, which seeks to blend the structure with the natural environment. The design of the bridges is considered to be a testament to the skill and creativity of the landscape architects who designed them.

- **Historical Significance:** The bridges are also of historical significance because they are an example of the work of the national Park Service Field Landscape architects, who were responsible for designing and building many of the structures in Yosemite Valley.

**Conclusion:**

The eight highway bridges in Yosemite Valley are an excellent example of "rustic" architecture, and are an important part of the history of Yosemite Valley. They are a testament to the skill of the landscape architects who designed them, and are an important part of the landscape of Yosemite Valley.
Clark Bridge:
Built - 1928
Designer - NPS
Type - Reinforced concrete arch, veneered with native granite
Length - 126'
Span - 1 - 75'7"; two equestrian subways, 7' x 11' through abutments
Skew - 20°
Width - Total 39': roadway 27', one sidewalk 5', one bridal path 7'
Traffic lanes - 2
Surfacing - asphaltic concrete
Original cost - $40,061.22
The semi elliptical arch which spans the Merced River is flanked by two round arched equestrian tunnels in the wing walls. The roadway of this bridge and the following six bridges is crowded in the center, along the axis of the bridge; the roadway and parapet walls are horizontal.

Pohono Bridge:
Built - 1928
Designer - NPS
Type - Reinforced concrete arch veneered with native granite
Length - 82'
Span - 1 - 80'
Skew - 0°
Width - Total 32': roadway 27', one bridal path 5'
Traffic lanes - 2
Surfacing - asphaltic concrete
Original cost - $29,081.55

Sugar Pine:
Built - 1928
Designer - NPS
Type - Reinforced concrete arch veneered with native granite
Length - 108'
Span - 1 - 106'
Skew - 5°
Width - Total 39': roadway 27', one sidewalk 5', one bridal path 7'
Traffic lanes - 2
Surfacing - asphaltic concrete
Original cost - $73,507.44
This is the longest single span of all eight bridges.
### Tenawa Creek Bridge:
- **Built:** 1928
- **Designer:** NPS
- **Type:** Reinforced concrete arch veneered with native granite
- **Length:** 58’
- **Span:** 1 - 56'g'
- **Skew:** 0°
- **Width:** Total 39', roadway 27', one sidewalk 5', one bridal path 7'
- **Traffic lanes:** 2
- **Surfacing:** asphaltic concrete
- **Original cost:** $37,749.16

### Happy Isles Bridge:
- **Built:** 1929
- **Designer:** NPS
- **Type:** Reinforced concrete arch veneered with native granite
- **Length:** 126'
- **Span:** 1 - 72', 2 equestrian subways 7' x 11' through abutments
- **Skew:** 20°
- **Width:** Total 37', roadway 27', 2 sidewalks 5' each
- **Traffic lanes:** 2
- **Surfacing:** asphaltic concrete
- **Original cost:** $41,673.03

The latest to be built, this bridge is nearly identical to the Clark Bridge in all dimensions.

### Stoneman Bridge:
- **Built:** 1933
- **Designer:** NPS
- **Type:** Reinforced concrete arch veneered with native granite
- **Length:** 153'
- **Span:** 1 - 72', 2 equestrian subways 8'6" x 11' through abutments
- **Skew:** 0°
- **Width:** Total 39', roadway 27', 2 sidewalks 6' each
- **Traffic lanes:** 2
- **Surfacing:** asphaltic concrete
- **Original cost:** $71,675.08

The latest to be built, this bridge is similar to the Happy Isles and Clark Bridges, but the equestrian tunnels are built out from the face of the wing walls, for decorative emphasis.
<table>
<thead>
<tr>
<th>Yosemite Valley Bridges</th>
<th>Item Number</th>
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<tbody>
<tr>
<td>Yosemite Creek Bridge</td>
<td>11/271480/4180350</td>
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<tr>
<td>Ahwahnee Bridge</td>
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<tr>
<td>Clark's Bridge</td>
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<tr>
<td>Pohono Bridge</td>
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<tr>
<td>Sugar Pine Bridge</td>
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<tr>
<td>Tenaya Bridge</td>
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<td>Stoneman Bridge</td>
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MAJOR BIBLIOGRAPHICAL REFERENCES

American Building, Carl W. Condit
Park Structures and Facilities, National Park Service

GEOGRAPHICAL DATA

Acreage of Nominated Property: N/A
UTM References: See attached sheet.

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VERBAL BOUNDARY DESCRIPTION


LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

<table>
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<tr>
<th>STATE CODE</th>
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</table>

FORM PREPARED BY

NAME: Merrill Ann Kilsner, Historical Architect
ORGANIZATION: National Park Service
ADDRESS: 655 Park St., P. O. Box 25287, Denver, Colorado, 60225

CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

V. No.

In compliance with Executive Order 11593, I hereby nominate the property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is Local. State.

FEDERAL REPRESENTATIVE SIGNATURE

DEPUTY ASSISTANT SECRETARY

DATE: AUG 16, 1977

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

SIGNATURE:

DATE: JUL 23, 1977

Att: Deputy Assistant Secretary
Yosemite Creek Bridge
Yosemite Nat'l Park, California
Photographer: Dean Shenk/NPS
Date: March 1976
Negative located: Denver Service Center/NPS/TWE
Direction: View to West shows North facade of bridge.
Photo # 198

AUG 29 1977
Ahwahnee Bridge
Yosemite Nat'l Park, California
photographer: Dean Shenk
Date: March 1976
Negative located: Denver Service Center/NPS/TWE
Direction: View to west shows North facade of bridge
Photo # 298

NOV 25 1977

AUG 29 1977
Yosemite Valley Bridge - Mariposa County, CA

Clark's Bridge
Yosemite National Park, CA
Photographer: Dean Shenk/NPS
Date: March 1976
Negative located: Denver Service Center/NPS/TWE
Direction: View to North shows/ East facade of bridge w/ Royal Arches and Washinton Column in bkgd.
Photo #3
Pohono Bridge
Yosemite National Park, California
photographer: Dean Shenk/NPS
Date: March 1976
Negative located: Denver Service Center/NPS/Twe
Direction: View to Northeast shows East facade of bridge
Photo #4 08

NOV 25 1977 AUG 29 1977
Sugar Pine Bridge
Yosemite National Park, California
Photographer: Dean Shenk
Negative located: Denver Service Center/NPS/TWE
Direction: View to North shows East facade of bridge
Photo #5078

AUG 29 1977

NOV 25 1977
Tenaya Bridge
Yosemite National Park, California
Photographer: Dean Shenk/NPS
Date: March 1976
Negative filed: Denver Service Center/NPS/TWE
Direction: View to North shows West facade of bridge with Half Dome in bkgd.

Photo #6

NOV 25 1977
AUG 29 1977
Happy Isles Bridge
Yosemite National Park, California
Photographer: Dean Shenk/NPS
Date: March 1976
Negative located: Denver Service Center/NPS/ TWE
Direction: View to Northwest shows facade of bridge
Photo # 798

NOV 25 1977
AUG 29 1977
Stoneman Bridge
Yosemite National Park, CA
Photographer: Dean Shenk/NPS
Date: March 1976
Negative located: Denver Service Center/NPS/TWE
Direction: View to Northwest showing east facade of bridge
Photo # 8 & 8