HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE

Douglas Underpass

ADOT: 0168

3. DATE(8) OF CONSTRUCTION 1936

4. USE (ORIGINAL/CURRENT)

highway underpass / highway underpass

5. RATING

NRHP eligible: local significance

2. LOCATION

U.S. Highway 80 under the Southern Pacific Railroad; milepost 366.10 Douglas; SW1/4 S12 T24S R27E Cochise County, Arizona

6. CONDITION

excellent

owner: Arizona Department of Transportation

span number: 2

superstructure: reinforced concrete slab

span length: 25.0'

substructure : concrete abutments and retaining walls w/ spill through concrete piers

total length: 54.0'

floor/decking: asphalt paving (highway); earth / gravel fill (railroad)

roadway wdt.: 96.5'

other features: solid concrete parapet walls; aluminum letters on center pier: "1936, Douglas;" bronze relief medallion of Cochise w/ aluminum letters: "Cochise, 1815-1874."

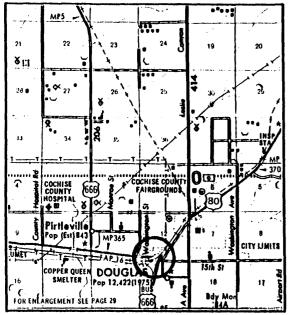
On March 11, 1936, the Arizona Highway Commission opened the bids for a construction contract to build a structure to carry the Southern Pacific Railroad over U.S. Highway 80 at Douglas, in Cochise County. Funding for the project (Work Projects Grade Highway Project 79-H) came from an enormous public relief bill passed by Congress in 1935, a portion of which was earmarked for grade eliminations. The Douglas Underpass had been engineered late in 1935 by the AHD bridge department as a 2-span reinforced concrete slab, requiring almost 300 cubic yards of concrete and 303,000 pounds of reinforcing steel. The contract went to Jack A. Casson for \$122.687 in March 1936. The Phoenix contractor began construction of the underpass immediately and, under AHD resident engineer A.J. Gilbert, had the project half completed by June. WPA guidelines dictated that he hire 90% of his work force from local relief roles, but a lack of capable manpower forced Casson to turn on the open market, reducing his relief participation to 65%. On November 7, 1936, the Douglas Underpass was opened ceremoniously to traffic. It has functioned unaltered since.

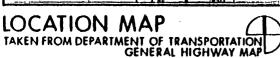
"This underpass is one of the outstanding works of its kind not only in Arizona but in the entire Southwest," State Highway Engineer T.S. O'Connell stated at the dedication ceremony. Its completion marked the last grade separation with the exception of the Mesa Underpass, built in 1940 - on U.S. 80 between El Paso and San Diego. The Douglas Underpass was one of several built by AHD in an extensive program of the mid-1930s to eliminate on-grade highway crossings. Like many other grade separations designed by AHD, this structure featured an architectural treatment. Rather than use a classical revival theme as it has for the Stone Avenue Underpass (0169) in Tucson and the Winslow Underpass (0194), both completed earlier that year, AHD instead used a simpler, minimalist treatment, with a decorative medallion of the Indian chief Cochise and raised aluminum letters for ornamentation. A locally important grade separation, it well represents Arizona bridge construction trends.

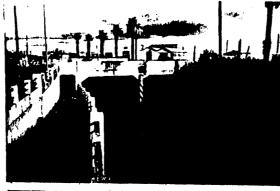
10. NAME(S) OF STRUCTURE

Douglas Underpass

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











Bridge Record, Arizona State Highway System: 0168; Structures Section, Arizona Department of Transportation, Phoenix AZ "Helping Halt Highway Death Toll," Arizona Highways, 12:1936:4-5.

Arizona Highways: 4:1936:17; 5:1936:20; 6:1936:28; 7:1936:20; 8:1936:21; 9:1936:20; 10:1936:26; 11:1936:28.

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

Field inspection by Clayton Fraser, 25 February 1987.

13. INVENTORIED BY:

AFFILIATION

DATE

Clayton B. Fraser

Fraserdesign Loveland Colorado

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
Various	Various	Arizona
Property Name	County	State
Vehicular Bridges in Arizona Multiple Name		
This property is listed in the Na Places in accordance with the att subject to the following exception notwithstanding the National Park in the nomination documentation.	ached nomination do	cumentation amendments,
Signature of the Keeper	<u>9/30 /88</u> Date of Actio	n .

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.)

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