NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

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 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 Patricia Andrus 9/30/88
Signature of the Keeper 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, 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)

1642

HABS/HAER INVENTORY

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

1. NAME(S) OF STRUCTURE
Cienega Bridge ADOT: 8293

2. LOCATION
Marsh Station Road over Cienega Creek and SPRR
5.3 miles southeast of Vail; SE1/4 S19 T16S R17E
Pima County, Arizona

3. DATE(S) OF CONSTRUCTION
1920-21

4. USE (ORIGINAL/CURRENT)
highway bridge / roadway bridge

5. RATING
NRHP eligible: local significance

6. CONDITION
good; sufficiency rating: 57.9 owner: Pima County

7. DESCRIPTION

span number : 1
span length : 146.0'
total length: 278.0'
roadway wdt.: 20.0'

superstructure: reinforced concrete, 2-rib open-spandrel deck arch, 2-span conc. girder viad.
substructure : concrete abutments, wingwalls and piers
floor/decking : asphalt over concrete deck
other features: moulded concrete guardrails w/ paneled parapet walls and square concrete balusters

8. HISTORICAL DATA

With equal funding from a Pima County bond issue, the Cochise County Road Fund and Federal Aid Project 18, the Arizona Highway Department in 1920 began construction of a portion of the Borderland Highway (U.S. 80) across southern Arizona. The 27.8-mile section extended between Benson and Vail and included a major crossing of rugged Cienega Canyon near Vail. For this, AHD engineers designed a medium-span concrete arch with a two-span concrete girder viaduct over a branch of the Southern Pacific Railroad. The highway project was divided into five sections. The grading and surfacing were constructed by state work forces and contractors Goodman & Merrill and Eckerman & Chambers. The contract for Section F-the Cienega Bridge - went to Tucson contractors English and Pierce. Using concrete and reinforcing steel provided by AHD, the contractors completed the structure in March 1921. Total cost: $40,015. Construction of Interstate 10 in the 1960s reduced the Cienega Bridge and this section of the Borderland Highway to county road status, under which it functions intact today.

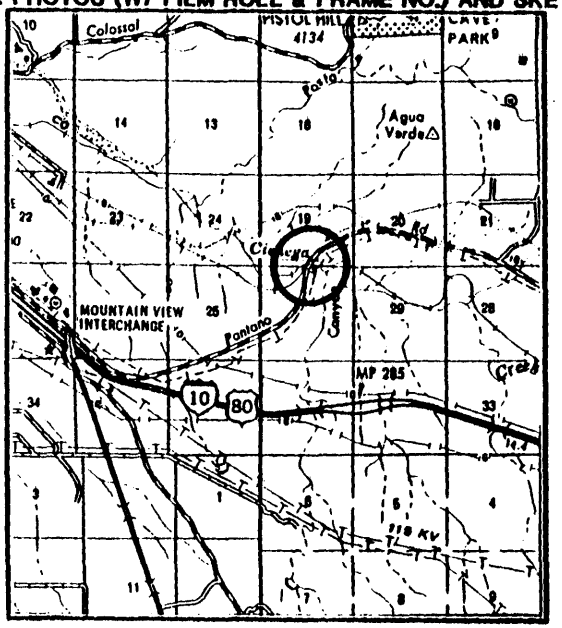
9. SIGNIFICANCE

In 1919-20, the AHD bridge department designed three almost identical open-spandrel concrete arches for Arizona highways: the Cienega Bridge and bridges over Queen Creek in Pinal County and Hell Canyon in Yavapai County. The design of the Hell Canyon Bridge was later changed, and the Cienega and Queen Creek bridges were constructed in 1920-21. Both have survived unaltered. Of the three, the Cienega Bridge has the longest span. Additionally, it is the oldest of the five open-spandrel arches in the inventory which still carries traffic, is exceeded in span length by only one other open-spandrel arch in Arizona (the 1913 Tempe Bridge), and is the only structure in the inventory which combines a bridge and grade separation. As an excellent example of an uncommon structural type and an integral link on the regionally important Borderland Highway, the Cienega Bridge is one of Arizona's more historically and technologically significant vehicular structures.

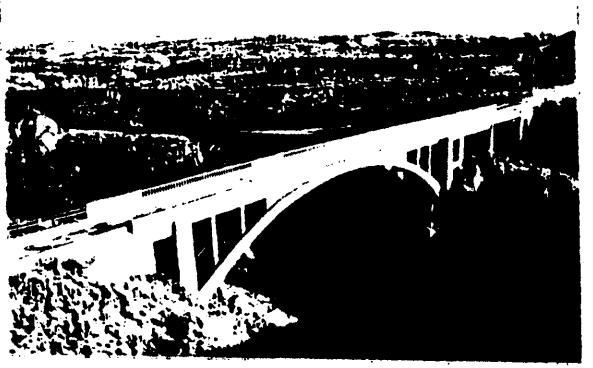
10. NAME(S) OF STRUCTURE

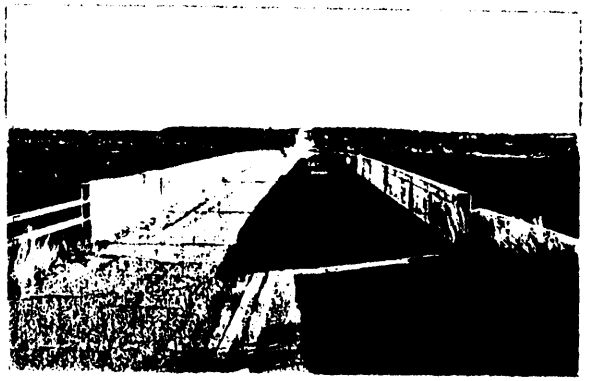
Cienega Bridge

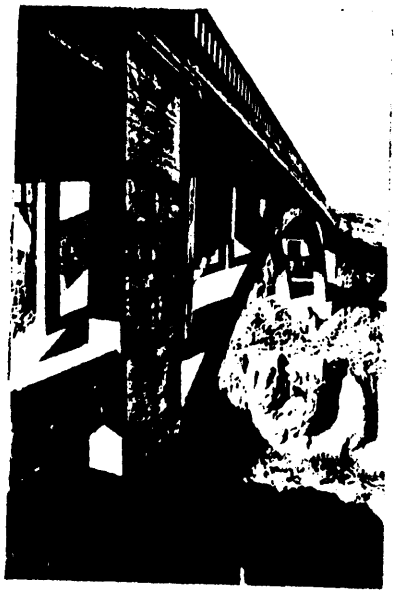
11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION



LOCATION MAP
TAKEN FROM DEPARTMENT OF TRANSPORTATION
GENERAL HIGHWAY MAP







12. SOURCES

Bridge Record, Arizona City Streets and County Roads: 8293; Structures Section, Arizona Department of Transportation, Phoenix AZ.

Fourth Biennial Report of the State Engineer, Arizona, 1918-1920, (Phoenix: The Republican Print Shop, 1920), pages 32-33, 61.

Fifth Biennial Report of the State Engineer, Arizona, 1920-1922, (n.p., 1922), pages 51.

Field inspection by Clayton Fraser, 22 February 1987.

13. INVENTORIED BY:	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign Loveland Colorado	1 April 1987