

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Saddle Creek Underpass
other name/site number NEHBS Number DO09: 322- 14

2. Location

street & number U.S. Highway 6 (Dodge St.) over Saddle Creek Road N/A not for publication
city, town Omaha N/A vicinity
state NE county Douglas code 055 zip code 68103

3. Classification

Ownership of Property	<u>Nebraska Department of Roads</u>	Number of Resources within Property	
Category of Property	<u>structure</u>	Contributing	Noncontributing
		<u>0</u>	<u>0</u> buildings
		<u>0</u>	<u>0</u> sites
		<u>1</u>	<u>0</u> structures
		<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register: 0
Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria.

Bob Rasmussen DSKPO 5/6/92
Signature of certifying official Date
Nebraska State Historical Society
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register Criteria.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

<input type="checkbox"/> entered in the National Register	_____	_____
<input type="checkbox"/> see continuation sheet	_____	_____
<input type="checkbox"/> determined eligible for the National Register	_____	_____
<input type="checkbox"/> see continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain:)	_____	_____

Signature of the Keeper Date of Action

6. Function or Use

Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification (enter categories from instructions)

OTHER /concrete rigid frame bridge

Materials (enter categories from instructions)

foundation	N/A
walls	N/A
roof	N/A
other	N/A

Describe present and historic physical appearance.

Located in Omaha, the Saddle Creek Underpass crosses over Saddle Creek Road, and has changed little since the structure's period of significance. Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Saddle Creek Underpass today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structure follows:

span number:	1	construction date:	1934
span length:	50.0'	construction cost:	about \$35,000
total length:	72.0'	current condition:	good
roadway wdt.:	56.0'	alterations:	none

superstructure: concrete rigid frame with stone facing
substructure: concrete abutments, back- and wingwalls
floor/decking: brick and concrete with asphalt overlay
other features: 6-foot sidewalks both sides; railing: stone-faced concrete with stone coping

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

	statewide
Applicable National Register Criteria	C
Criteria Considerations (Exceptions)	N/A
Areas of Significance	Engineering
Period of Significance	1934 (The period of significance is derived from the original construction date.)
Significant Dates	1934
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	State of Nebraska
(Builder)	unknown

State significance of property, and justify criteria, criteria considerations and areas of significance noted above.

This bridge and cloverleaf were built as part of a larger federal aid project described in the Department of Roads' 1933-34 **Biennial Report**: "The Dodge Street project... consisted of widening the street from Thirtieth west to the city limits, making a four traffic-lane street between those points. Included in this project, is a complete, modern street light system, [an] interlocking traffic control signal system, two pedestrian subways, and a grade separation of Dodge Street and Saddle Creek Boulevard." Dodge Street carried street car tracks as well. The report added that "of minor interest in this work is the stone facing of the grade separation and the pedestrian subways." The stone used was old natural stone curbing taken up during construction. The stone was cut and cleaned by CWA workers. Another item of interest is the fact that much of the street was surfaced with the original brick taken off the old pavement." Overall cost of the project was over \$660,000. Of that amount, about \$35,000 was for the construction of the Saddle Creek Underpass. Over 1,175 cubic yards of dirt were excavated to lower Saddle Creek Road sufficiently for the underpass. About 4,160 square feet of stone facing was required for the bridge. Placement of the stone was carefully detailed in plans prepared by the Department of Roads, dated December 10, 1933. The **Biennial Report** described the distinctive feature of rigid frame construction, a relatively new design: "The slab or deck takes the form of a very flat arch with a comparatively thin slab at the crown." The report added that "this feature promotes economy and, being of a curved arched shape, it naturally lends itself to a beautifying architectural treatment."

This overpass is an excellent example of the type of structure produced under federal relief projects in the 1930s. The rising importance of aesthetics in highway design is reflected in the reuse of stone curbing for bridge facing and in the choice of the rigid frame design, chosen because of visual as well as functional concerns. As one of the two earliest concrete rigid-frame structures remaining in Nebraska, the Saddle Creek Underpass is technologically significant for its well-preserved representation of this important structural type.

For further contextual information regarding bridge building in Nebraska, registration requirements, and property types, see related multiple property listing "Highway Bridges in Nebraska, 1870 - 1942."

9. Major Bibliographical References

Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number S00637025; Nebraska Department of Roads and Irrigation, **Twentieth Biennial Report, 1933-34**, pp. 30, 81, 84; plans for "Grade Separation, Dodge Street and Saddle Creek Road," at Bridge Division, Nebraska Department of Roads, Lincoln, Nebraska; field inspection by Robert M. Frame, 26 October 1989.

___ See continuation sheet

Previous documentation on file (NPS):

___ preliminary determination of individual listing
(36 CFR 67) has been requested
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # ___
___ recorded by Historic American Engineering Record # ___

Primary location of additional data:

State historic preservation office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other (specify repository:)

10. Geographical Data

Acreage of Property less than one acre
Cadastral Reference S20, T15N, R13E
USGS Quadrangle Omaha North, Nebraska - Iowa (7.5 Minute Series, 1956; photorevised 1984)
UTM References zone 15 easting 250330 northing 4571660

___ See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 72 feet by 58 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

___ See continuation sheet

Boundary Justification

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but do not exceed, all of the property that has been historically associated with this bridge.

___ See continuation sheet

11. Form Prepared By

name/title	Charlene K. Roise, Principal	date	30 June 1991
organization	Fraserdesign and Hess, Roise and Company	telephone	303-669-7969
street & number	1269 Cleveland Avenue	state	Colorado
city or town	Loveland	zip code	80537



View looking northeast.

Photo by Robert M. Frame, 1989.

Original negative at Nebraska State Historic Preservation Office