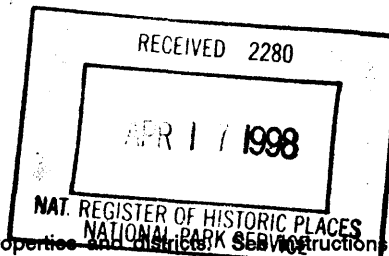


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Jefferson Street Viaduct

other names/site number _____

2. Location

street & number Jefferson Street over Des Moines River not for publication

city or town Ottumwa vicinity

state Iowa code IA county Wapello code 179 zip code 52501

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Patricia Osterkin DSHPD 4-7-98
Signature of certifying official/Title Date
STATE HISTORICAL SOCIETY OF IOWA

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
 - See continuation sheet
- determined eligible for the National Register
 - See continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other, (explain): _____

Edson K. Beall 5.15.98

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

Highway Bridges of Iowa

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road-related

TRANSPORTATION/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

other: riveted Warren deck truss

foundation Concrete
walls
roof
other Steel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

Located in Ottumwa, the Jefferson Street Viaduct spans the Des Moines River in an urban setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 5	construction date: 1935-36
span length: 150.0'	construction cost: \$600,000.00 (approximate cost)
total length: 2120.0'	current condition: good
roadway wdt.: 43.0'	alterations: bridge renovated, 1983

superstructure: steel, rigid-connected, continuous Warren deck truss; 4-span continuous rigid-connected Warren deck approach on south; 3-span continuous steel deck girder (plate) on south; multiple-span steel deck girder (plate) viaduct on north

substructure: concrete abutments with solid and spill-through concrete piers

floor/decking: concrete deck over steel stringers

other features: upper chord: 2 channels with lacing; end post and lower chord: wide flange; vertical and diagonal: wide flange; lateral bracing: wide flange; floor beam: I-beam; guardrail: steel pipe/chain link guardrails, Jersey barrier

Other than maintenance-related repairs and alterations noted above, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Jefferson Street Viaduct today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1935-36

(The period of significance is derived from the original construction date.)

Significant Dates

1935-36 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/BUILDER

designer:

Iowa State Highway Commission

fabricator:

Wisconsin Bridge and Iron Company

builder:

Wisconsin Bridge and Iron Company

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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
name of repository:

10. Geographical DataAcreage of Property 2.1 acre**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 549180 4539920
zone easting northing2 15 549650 4539990
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 45 feet by 2,120 feet, which is centered on the UTM point(s) listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, approach spans and floor system.

Boundary Justification

(Explain why the boundaries were selected)

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 the bridge.

11. Form Prepared Byname/title Clayton B. Fraserorganization Fraserdesign date 31 August 1994street & number 1269 Cleveland Avenue telephone 303-669-7969city or town Loveland state Colorado zip code 80537**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7½ or 15 minute series) indicating the property's locationA **Sketch map** for historic districts and properties having large acreage or numerous resources**Photographs**Representative **black and white photographs** of the property**Additional items**

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name/title City of Ottumwastreet & number 105 East Third Street telephone 515-683-0680city or town Ottumwa state Iowa zip code 52501

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 1 Jefferson Street Viaduct Wapello County; Iowa

Although it was built in 1935-36, the Jefferson Street Viaduct traces its roots 15 years earlier. Beginning in 1921, Ottumwa city officials began meeting with the CB&Q, the CRI&P and the CM&StP railroads with the idea of building a viaduct over the numerous tracks that paralleled the Des Moines River. Nothing concrete came of these discussions, however, and, after a change of city administration, the project was shelved until 1929. Planning began again that year, with the city considering sites at several streets. Because the proposed bridge was to carry U.S. Highways 34 and 63 - then carried over the Market Street Bridge [1892], the city sought financial and design help from the Iowa State Highway Commission. ISHC agreed to fund construction of a new bridge over the Des Moines River, provided the city would pay for construction of the viaduct on the northern end. Jefferson Street was eventually designated as the crossing site. Between 1930 and 1935 ISHC presided over meetings with the city and the railroads in an effort to resolve differences among the three entities. Finally, highway commission engineers delineated a five-span, riveted Warren deck truss, carried continuously by massive concrete piers in the river. The highway commission designated the viaduct's construction Project P-480 and in December 1934 awarded a contract for it to the Wisconsin Bridge and Iron Company. The Milwaukee-based firm began excavations for the substructure early in 1935, hoping to complete the structure by Christmas. But difficulties with weather and labor unions delayed the work, and it was not until May 1936 that the structure was completed. At the dedication ceremonies on May 28th, Iowa Governor Clyde Herring and Ottumwa Mayor Edwin Manning spoke before a crowd of about 15,000 people, before two Ottumwa girls christened the bridge with bottles of champagne. The Jefferson Street Viaduct has carried heavy traffic since, with a major rehabilitation of its deck and guardrails in 1983 as its most substantial alteration.

Fueled with federal funds from the various relief agencies, the Iowa State Highway Commission designed several large-scale urban viaducts in the 1930s. These featured a variety of superstructure types, but perhaps none was as distinctive as the Jefferson Street Viaduct in Ottumwa. The city had wanted a concrete bridge here, in part because of the aesthetics of the concrete arch form. But ISHC opted instead for this steel truss design as a more economical alternative. With its five arched deck truss spans held above the Des Moines River on tapered concrete pedestals, the structure is one of Iowa's most handsomely proportioned highway trusses. It is technologically noteworthy as an uncommon application of deck truss technology in Iowa, a state not known for generous underdeck clearances at its stream and river crossings. With its structural integrity largely intact, the Jefferson Street Viaduct was an important exercise in Iowa urban bridge construction in the 1930s.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Jefferson Street Viaduct Wapello County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 009386.

Wapello County History (Montezuma IA: Wapello History Commission, 1986), page 131.

Ottumwa Courier, 27 May 1936, 28 May 1936, 2 December 1962.

Des Moines Tribune, 19 December 1935.

Iowa State Highway Commission, Weekly Letting Report 22:50 (12 December 1934).

Field inspection by Clayton Fraser, 15 April 1989.