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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

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: 322-114

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street & number U.S. Highway 6 (Dodge St.) over Saddle Creek Road N/A not for publication  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	Nebraska Department of Roads	Number of Resources within Property	
Category of Property	structure	Contributing	Noncontributing
		0	0 buildings
		0	0 sites
		1	0 structures
		0	0 objects
		1	0 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 Ruschendorf DSHPO*  
Signature of certifying official \_\_\_\_\_ Date 5/6/92  
*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:

- 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:)

Entered in the  
National Register

*Arlene B...*  
Signature of the Keeper \_\_\_\_\_ Date of Action 6/29/92

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**6. Function or Use**

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Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

TRANSPORTATION/road-related

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**7. Description**

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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

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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

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## 8. Statement of Significance

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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

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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."

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## 9. Major Bibliographical References

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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:)

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## 10. Geographical Data

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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

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## 11. Form Prepared By

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name/title	Charlene K. Roise, Principal	date	30 June 1991
organization	Fraserdesign and Hess, Roise and Company	telephone	303-669-7969
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city or town	Loveland	zip code	80537

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