

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 York Subway
other name/site number U.S. 81 Underpasses; NEHBS Number YK11-51

2. Location

street & number 14th & 15th Streets and BNRR over U.S. Hwy 81 N/A not for publication
city, town York N/A vicinity
state NE county York code 185 zip code 68467

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
		3	0 structures
		0	0 objects
		3	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.

Barbara Caschenberg DSHPS
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:

<input checked="" type="checkbox"/> entered in the National Register	Entered in the National Register <i>Alanna Byrne</i>	<i>6/29/92</i>
<input type="checkbox"/> see continuation sheet		
<input type="checkbox"/> determined eligible for the National Register 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.

The three structures that comprise the York Subway separate 14th and 15th Streets and the tracks of the Burlington Northern Railroad from U.S. Highway 81 in the city of York. The structures still carry traffic and have changed little since their period of significance. Other than maintenance-related repairs, these grade separations remain essentially unaltered. The York Subway today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structures follows:

span number:	1 (each)	construction date:	1938-39
span length:	33.0' (each)	construction cost:	unknown
total length:	34.0' (each)	current condition:	excellent
roadway wdt.:	30.0'	alterations:	none

superstructure: concrete rigid frame

substructure: concrete abutments

floor/decking: asphalt (streets) or railroad tracks (railroad) over concrete deck

other features: guardrails: ornamental steel on all three structures; railroad underpass: pedestrian walkway with slightly arched portals; **Burlington Route** stamped in concrete on arched spandrel, both sides; stamped in concrete on sidewall under bridge, **M 1939**.

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	1938-39 (The period of significance is derived from the original construction date.)
Significant Dates	1938-39
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Nebraska Bureau of Roads and Bridges
(Fabricator)	Douglas Iron Works, Omaha NE (stairway and guardrails)
(Builder)	Peter Kiewit's Sons

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

In 1938-39 Nebraska's Bureau of Roads and Bridges awarded contracts and began to oversee work on Federal Aid Project FAGM 143 H-(1) totaling \$207,565.99 in cost, the project entailed grading, concrete work, paving and culvert construction along a 38-mile stretch of U.S. Highway 81 between Fairmont and Osceola. Also included in the undertaking was the erection of three underpasses in the city of York, designed to carry 14th and 15th Streets and the tracks of the Burlington Northern Railroad over the highway. Bureau engineers developed plans for the three concrete and steel structures in August 1938 and awarded a contract for their construction to Peter Kiewit's Sons a month later. Using ornamental iron railings and stairs fabricated in Omaha by the Douglas Iron Works, Kiewit completed the York Subway, as it was called, the following year. Although the three structures differ in detail (the railroad underpass features paneled spandrels and an ornamental iron stairway to carry pedestrian traffic below the tracks; the 14th and 15th Street underpasses featured plainly formed, slightly arched spandrels with on-graded sidewalks), they are structurally similar as concrete rigid frames. The York Subway has functioned in place in unaltered condition since its completion in 1939.

The concrete rigid-frame style, developed in Westchester County, New York, in the early 1920s, became especially popular for federal relief projects during the 1930s. Picturesque and practical, the flat or elliptically arched design appealed to proponents of urban beautification. As a well-preserved example of this important structural type, the York Subway is technologically significant both as an early Nebraska example of rigid-frame construction and as an early highway underpass.

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 1S081 06204, S081 06205 and S081 06208; Nebraska Department of Roads and Irrigation, **Twenty-Second Biennial Report**, 1937-38, pages 45, 69, 157; Construction and Shop drawings for the York Subway Project, on file with the Nebraska Department of Roads, Lincoln; field inspection by Clayton Fraser and Paula Sutton, 7 September 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 S31, T11N, R2W
USGS Quadrangle York South (7.5 Minute Series, 1969)
UTM References zone 14 easting 618580 northing 4525530

___ See continuation sheet

Verbal Boundary Description

The nominated property is three discontinuous rectangular shaped parcels each measuring 34 feet by 32 feet, which are centered on the UTM point listed above. Included within these rectangular parcels are the three bridges' superstructures, substructures and floor systems. The land between the three structures is excluded from the nominated property.

___ See continuation sheet

Boundary Justification

The nominated structure includes the bridges' superstructures, substructures, floor systems, 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

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