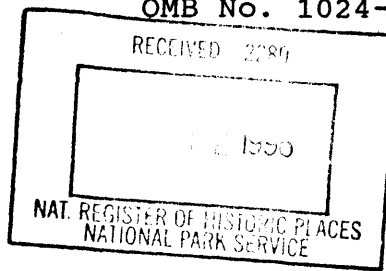


NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

=====

1. Name of Property

=====

historic name 11th Street Arkansas River Bridge

other names/site number N/A

=====

2. Location

=====

street & number Route 66 over the Arkansas River not for publication N/A
city or town Tulsa vicinity N/A
state Oklahoma code OK county Tulsa code 143
zip code 74103

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this XX 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 XX meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (N/A See continuation sheet for additional comments.)

Blake Wade October 14, 1996
Signature of certifying official Date

Oklahoma Historical Society, SHPO
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 commenting or other official Date

State or Federal agency and bureau

=====

4. 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): _____

Edson R. Ball 12.13.99

Signature of Keeper Date
of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

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 (Enter "N/A" if property is not part of a multiple property listing.) Route 66 and Associated Historic Resources in Oklahoma

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

Current Functions (Enter categories from instructions)

Cat: VACANT/NOT IN USE Sub: _____

7. Description

Architectural Classification (Enter categories from instructions)

Other: Multiple-span Reinforced Concrete
Bridge

Materials (Enter categories from instructions)

foundation CONCRETE

roof N/A

walls N/A

other CONCRETE

ASPHALT

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

=====
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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION
ENGINEERING

Period of Significance 1926-1944
1917

=====
8. Statement of Significance (Continued)
=====

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above)
 N/A

Cultural Affiliation N/A

Architect/Builder Harrington, Howard and Ash, engineers
Missouri Valley Bridge and Iron Co., contractors

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====
9. Major Bibliographical References
=====

(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 Data
=====

Acreage of Property Approximately 1.3 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>14</u>	<u>769680</u>	<u>4003890</u>	3	<u> </u>	<u> </u>
2	<u>14</u>	<u>769410</u>	<u>4003550</u>	4	<u> </u>	<u> </u>
	<u>N/A</u>	<u>See continuation sheet.</u>				

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

Maryjo Meacham, Director, Design/Research Center; Brenda Peck, Historian;
name/title Lisa Bradley & Susan Roth, Graduate Assistants: Oklahoma SHPO, ed.

University of Oklahoma,
organization College of Architecture date May 31, 1992

street & number 830 Van Vleet Oval telephone 405/325-2444

city or town Norman state OK zip code 73019

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A 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)

USDI/NPS NRHP Registration Form
11th Street Arkansas River Bridge
Tulsa County, Oklahoma
Route 66 and Associated Historic Resources in Oklahoma

Page 8

=====
Property Owner
=====

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

name City of Tulsa

street & number 200 Civic Center, Room 919 telephone _____

city or town Tulsa state OK zip code 74103

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

11th Street Arkansas River Bridge
name of property
Tulsa County, Oklahoma
county and State

SUMMARY

The 11th Street Arkansas River Bridge is a multi-span concrete arch bridge with eighteen spans. The bridge was constructed in 1916-1917 and has a thirty-four foot wide roadbed. It is 1,470.6 feet long. The original design included a classical balustrade and Victorian-era lighting. In 1929 the guardrails and lighting fixtures were replaced with a design more in keeping with the times, Art Deco. The bridge crosses the Arkansas River and connects downtown Tulsa to West Tulsa. Although the bridge has been vacated and a new bridge has been erected within several yards of the 1916-1917 bridge, the significant engineering design of the 11th Street Arkansas River Bridge remains prominent and intact.

DESCRIPTION

The 11th Street Arkansas River Bridge is a multi-span concrete arch bridge. The bridge crosses the Arkansas River and connects downtown Tulsa to West Tulsa. It has eighteen concrete spans set on piers sunk into bedrock and was reported in 1916 to be an architectural beauty with all modern features. The bridge is 1,470.6 feet long (2,500 including the approaches) with a thirty-four foot roadbed. Originally it had a street railway track in the center. In addition, there was a four foot wide pedestrian walkway on each side of the bridge.

Originally, the underneath side of the bridge was used for conduits to provide telegraph and telephone lines. Other amenities included pipe lines which the county commissioners were to lease to oil and gas companies. To accommodate the pipe lines two service holes ran through each pier.

Creosoted blocks were used to pave the roadway with a final finish of rough concrete. This treatment also was used for the sidewalks, which was reported to be a new technique to prevent the surface from becoming slippery when sleet and snow were on the ground. The street car tracks were heavy steel.

The lighting system (missing) was quite elaborate and was installed for safety and beauty. At each end of the bridge were two large light posts with a cluster of five lights. Along the sides of the bridge were smaller light posts with two lights, each held by brackets. The lights were placed eighty feet

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11th Street Arkansas River Bridge
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apart in order for the bridge to be seen for miles around at night. The light posts were steel and concrete veneer. Ornamental railing also was added, with a "turned" concrete balustrade.

The bridge was constructed of ten thousand yards of concrete and five hundred tons of reinforcement materials. It was built on a one-half percent grade which was unnoticeable to those who crossed it; however, it is seven and one-half feet higher on the north end than on the south end.

In 1929 alterations were made to provide a modern look. The original guardrails were removed and replaced with a heavier concrete guardrail with a Ziggurat Art Deco motif (see drawings). Also at this time, the original lights were replaced by a more contemporary design in an Art Deco motif. These lights are no longer extant. The original four foot pedestrian walkways were reduced to two feet and the additional four feet was used to widen the road as part of a public works project in 1935.

ALTERATIONS

The lights which were installed in 1929 are missing. The streetcar tracks are no longer visible, and the roadbed has been covered with asphalt and concrete. The 11th Street Arkansas River Bridge is no longer in use, although it remains adjacent to a more recently constructed bridge. The bridge does retain its original form and materials, and the significant engineering design remains prominent and intact. Therefore, the 11th Street Arkansas River Bridge continues to possess a high degree of historical integrity.

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CONTINUATION SHEET

Section 8 Page 11

11th Street Arkansas River Bridge
name of property
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SUMMARY

The 11th Street Arkansas River Bridge, built in 1916-1917 over the Arkansas River in Tulsa, is significant as the first major multi-span concrete bridge in Oklahoma. Constructed by the Missouri Valley Bridge and Iron Company, it was altered in 1929 when the original guardrails were replaced with ornate guardrails with an Art Deco ziggurat motif. In 1935, the roadbed was widened by decreasing the width of the walkways along the sides of the roadbed from four feet to two feet. In 1926, when Route 66 was designated a U.S. Highway, the 11th Street Arkansas River Bridge became an official part of United States Highway 66. The 11th Street Arkansas River Bridge is significant for its engineering and its role in transportation as a major bridge in Tulsa on Route 66. Contextually, it relates to "Transportation on Route 66 in Oklahoma (1926-1944)." It corresponds to the Property Type of Road Bridges and the Sub-Type: Multi-span Reinforced Concrete Arch Bridges. Although no longer in use, it retains a high degree of its engineering and historic integrity.

TRANSPORTATION SIGNIFICANCE

The 11th Street Arkansas River Bridge began its association with U.S. Highway 66 in 1926 when the route became a federally designated highway. As a result, it became a part of the first United States east-west transcontinental highway in the state making a more efficient transportation system across the state of Oklahoma.

ENGINEERING SIGNIFICANCE

The 11th Street Arkansas River Bridge, built in 1916-1917 over the Arkansas River between Tulsa and West Tulsa, was the first major multi-span concrete bridge erected in Oklahoma. This bridge design became popular in the later years of the nineteenth century and was an important development in long span bridges. After development of this design, it was often used instead of metal truss and trestle structures. In contrast to many of the monolithic reinforced concrete bridges, the multi-span concrete bridge was light weight and achieved the same elegance of a metal truss bridge.

The Tulsa Daily World reported in October 1916 that the 11th Street Bridge was one of the longest concrete structures in the Midwest and was modern in every

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11th Street Arkansas River Bridge
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regard. The bridge has eighteen spans and was completed in the early part of 1917. This bridge replaced a wooden bridge that connected Tulsa to West Tulsa. This period was one of great activity for Tulsa as a result of the booming oil economy. West Tulsa, across the Arkansas River, was rapidly becoming a busy area for refining oil. The increase in traffic and trucking associated with the oil business made the construction of the 11th Street Arkansas River Bridge a necessity.

The bridge was engineered by the firm of Harrington, Howard and Ash of Kansas City. The firm designed many bridges throughout the Midwest including a 716 foot simple steel truss bridge across the Ohio River at Paducah, Kentucky. Local engineer, R. K. Hughes, served as the inspector in charge of the bridge. M. I. Wagner served as the on site-representative for the Missouri Valley Bridge and Iron Company, and Donald Whitten represented the engineering firm during the construction.

The 11th Street Arkansas River Bridge remains as an excellent example of a multi-span concrete bridge and is the only example of that bridge type on Route 66 in Oklahoma. Its periods of significance are 1926 to 1944 and the year 1917.

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CONTINUATION SHEET

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11th Street Arkansas River Bridge
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VERBAL BOUNDARY DESCRIPTION

The boundary of the nominated property is delineated by the following UTM reference points: A 14 769680 4003890 and B 14 769410 4003550.

BOUNDARY JUSTIFICATION

The recorded boundary descriptions for the bridge appear to be incorrect. City ordinance #3820 describes the resource as being only 1,265 feet long. The original construction documents state that the bridge is 1470.6 feet long from abutment to abutment. As the bridge is currently fenced off and inaccessible to conduct an exact measurement, the UTM coordinates were used.