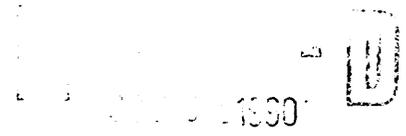


NPS Form 10-9000
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

**NATIONAL
REGISTER**

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1. Name of Property

=====

historic name: Capitol Boulevard Memorial Bridge

other name/site number: Capitol Boulevard Bridge / 015906

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2. Location

=====

street & number: Capitol Boulevard and the Boise River

not for publication: N/A

city/town: Boise

vicinity: N/A

state: ID county: Ada code: 016 zip code: 83702

=====

3. Classification

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Ownership of Property: Public-local

Category of Property: Structure

Number of Resources within Property:

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	<u>1</u>	objects
<u>1</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. _____ See continuation sheet.

Thomas J. Allen Signature of certifying official 9-26-90 Date

Idaho State Historic Preservation Office State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. _____ See continuation sheet.

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 Christianna J. Allen 11/5/90
_____ 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): _____

for Signature of Keeper Date of Action

6. Function or Use

Historic:	<u>TRANSPORTATION</u>	Sub:	<u>vehicular bridge</u>
	<u>GOVERNMENT</u>		<u>capitol parkway</u>
	<u>CULTURE</u>		<u>commemorative marker</u>
Current :	<u>TRANSPORTATION</u>	Sub:	<u>vehicular bridge</u>
	<u>GOVERNMENT</u>		<u>capitol parkway</u>
	<u>CULTURE</u>		<u>commemorative marker</u>

7. Description

Architectural Classification:

Art Deco

Other Description: _____

Materials: foundation concrete roof _____
walls _____ other concrete, ceramic tile,
bronze, iron

Describe present and historic physical appearance. X See continuation sheet.

8. Statement of Significance

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

Applicable National Register Criteria: A & C

Criteria Considerations (Exceptions) : N/A

Areas of Significance: Engineering
Community Planning and
Development

Period(s) of Significance: 1931

Significant Dates : 1931

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Charles A. Kyle, Engineer
Morrison Knudsen Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

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9. Major Bibliographical References

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X See continuation sheet.

Previous documentation on file (NPS):

X 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:

X State historic preservation office

X Other state agency

 Federal agency

X Local government

 University

 Other -- Specify Repository: Idaho Transportation Dept
Ada County Highway District

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10. Geographical Data

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Acreage of Property: Less than one acre

UTM References: Zone Easting Northing Zone Easting Northing

A	<u>11</u>	<u>563980</u>	<u>4828530</u>	B	<u> </u>	<u> </u>	<u> </u>
C	<u> </u>	<u> </u>	<u> </u>	D	<u> </u>	<u> </u>	<u> </u>

 See continuation sheet.

Verbal Boundary Description: X See continuation sheet.

Boundary Justification: X See continuation sheet.

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11. Form Prepared By

=====

Name/Title: John L. Bertram, Urban Planner; Elizabeth Egleston, State Architectural
Historian

Organization: Planmakers Date: June 15, 1990

Street & Number: 417 S. 13th St. Telephone: (208) 336-1438

City or Town: Boise State: ID Zip: 83702

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Capitol Boulevard Memorial Bridge Page 1

Constructed of reinforced concrete, the Capitol Boulevard Memorial Bridge spans the Boise River. The bridge is located several blocks south of downtown, and is a significant feature of the boulevard, which was conceived as a park-like approach to the state Capitol from the Union Pacific Depot. Although the boulevard has been compromised by the usual commercial-strip signs and businesses, the proximity of the bridge to a park and several cultural institutions reinforces the original intent of what was to be Boise's "grand boulevard."

The deck-arch bridge is 310 feet long, and consists of four 70 foot open-spandrel arches. Each arch has four parallel ribs supporting the roadbed slab. The bridge has a 40-foot wide roadway, carrying four lanes of traffic, and features straight approaches. Six-foot wide sidewalks and railings are cantilevered on each side.

The bridge has a number of decorative features which emphasize not only its role as a major feature of the boulevard, but also its function as a commemoration of the Oregon Trail, upon which the bridge is situated. The most notable embellishment is a pair of stepped-back vertical pylons on each of the bridge's four wings. The largest pylons are embedded with ceramic tiles depicting wagons crossing the river and mountains in the background and are capped with a concrete lantern with eight glass covered openings. Another smaller pair of pylons has commemorative brass plaques "dedicated to the pioneers of the Old Oregon Trail" who used to ford the river at that point. These pylons are topped by single globed lights set in wrought iron stands. Accompanying cast concrete light standards are centered over each pier. Bronze light fixtures project over the plaques. The pylons, lanterns and brass plaques were influenced by the Art Deco style.

The bridge's railing is penetrated by small, arched openings that allow a view of the river. Centered over each of the three piers, and projecting beyond the railing are refuge bays that include a small bench and overlook for viewing. Another decorative element is a spiral stairway leading down to Julia Davis Park. Other embellishments include the ends of the three piers which form a circular shape with a concave point on top; this is also a poured-in-place feature. Located close to the bridge, at the northwest corner is a 1932 stone monument. This is included in this nomination as a non-contributing "object." It is shaped like the state of Idaho which identifies the McClennen Ferry that crossed this spot in 1864.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Capitol Boulevard Memorial Bridge Page 2

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The bridge and its decorative features retain a high degree of integrity. The only alterations are the loss of its pier lights and a 1987 replacement of the roadway decking. Deterioration created by weather and use is evident along portions of the rail sections and in the decking.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Capitol Boulevard Memorial Bridge Page 1

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Erected in 1931, the Capitol Boulevard Memorial Bridge is one of the finest examples of concrete bridge construction in the state. It is significant under Criteria A as part of Boise's community planning efforts to provide an axial alignment between the Union Pacific Depot and the Capitol in the spirit of the City Beautiful movement. The bridge possesses engineering significance for its style and method of construction and thus is significant under Criteria C.

The opportunity to provide a view of the Capitol from Seventh Street -- later renamed Capitol Boulevard -- came in 1905 when architects Tourtellotte and Hummel developed plans to enlarge the Capitol. The design of Idaho's Capitol and its approach were influenced by the 1893 World's Columbian Exposition in Chicago, in which importance was placed on the integration of civic centers with parks, waterways and sweeping vistas. Accordingly, in his presentations Tourtellotte often dwelt upon the need to provide grand approaches to the Capitol and assure the axial siting for maximum visual impact.

Architect Charles Wayland, president of the Boise Civic Improvement Association, supported Tourtellotte's vision when he wrote an article for the January 1, 1914 edition of the Idaho Statesman entitled "Plan to Beautify Boise and Control River without Cost." Wayland's plan called for a much wider street with medians and parkways running along the river. Although Capitol Boulevard was never widened, his accompanying sketch helped to further the boulevard concept.

Capitol Boulevard was fully realized when the Union Pacific Railroad depot, designed by architects Carrere and Hastings, was built on the plateau to the south in 1925. The boulevard officially opened when the bridge was completed in 1931.

The bridge design was by State Bridge Engineer Charles H. Kyle and supervised by the Idaho Department of Public Works. Federal emergency funds were made available for construction, estimated at a cost of about \$97,000. The contractor was the Boise firm of Morrison-Knudsen Company. The construction record of the bridge was a notable achievement. Work commenced on February 20, 1931 with a labor force of one hundred men, working sixteen hours a day, seven days a week in order to complete the piers before the irrigation season when heavy waters would be turned into the Boise River. Through intensive labor and good craftsmanship the bridge was readied for dedication by the following September, marking a new speed record for the Idaho Department of Public Works.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Capitol Boulevard Memorial Bridge Page 2

An aesthetic consideration was not the only impetus behind the construction of the bridge. The character of motor traffic was changing rapidly in the late 1920's, and east-west transcontinental traffic was increasing on U.S. Highway No. 30, also known as the Old Oregon Trail Highway, requiring changes in bridge design. Considerations in cost, strength, and design led to the use of reinforced concrete for the Capitol Boulevard bridge. The structure is located upstream from the two-lane South Eighth Street steel truss bridge, which had been built in 1911. The earlier bridge remains in use today for pedestrians and bicyclists just downstream from the Capitol Bridge.

The bridge possesses engineering significance for its style and method of construction. The open spandrel design was more economical since its parallel ribs served as separate arches, thereby saving materials because of the open spaces between them. Another factor was that concrete bridges could be built locally rather than purchased out of state, as many earlier truss bridges had been. The use of concrete also allowed a bridge that was visually attractive and fit well in this picturesque location, on the river as an approach to the Capitol. The bridge was also an early prototype for the Idaho Department of Public Works, Bridge Department, who built other reinforced concrete bridges around the state. Most similar are the now altered Fairview Bridge, built in Boise in 1932, which has one more span and is without the memorial features, and the 1933 Rainbow Bridge on the Payette River.

The bridge is also notable for its artistic features, including decorative lighted pylons at each end with inlaid mosaics and brass memorial plaques. Designed by artist Vern Leroy Bouen, the plaques honor the pioneers of the Oregon Trail.

A monument, shaped like the state of Idaho, identifies the McClennen Ferry that crossed this spot in 1864. Because it is on the same parcel of land as the bridge, it is mentioned here as an object. While it might possess historic or artistic merit on its own standings, it is not associated with the history of the bridge and within the context of this nomination is found to be non-contributing.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 9 Capitol Boulevard Memorial Bridge Page 1

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Idaho Chapter American Institute of Architects, Capitol Boulevard Plan,
1989.

Engineering News Record, April 2, 1931.

Herbst, Rebecca, Idaho Transportation Department, Idaho Bridge Inventory
Volume 1, 1983, p. 113.

Idaho Dept. of Public Works Biennial Report, 1931-32, p. 101.

Idaho Department of Transportation, Bridge Section, Capitol Boulevard
Bridge Original Construction Drawings, File No. 391.

Idaho Statesman, Jan. 1, 1914, May 24, 1931, p. 10, Sept. 15, 1931, p.
1.

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 10 Capitol Boulevard Memorial Bridge Page 1

VERBAL BOUNDARY DESCRIPTION

The nomination includes the Capitol Boulevard Memorial Bridge and the bridge approaches, all of which are located on Parcel #4810, SW 1/4 of the NE 1/4 of the SW 1/4, Section 10, T3N, R2E.

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 10 Capitol Boulevard Memorial Bridge Page 2
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BOUNDARY JUSTIFICATION

The boundary includes the bridge structure and the bridge approaches that are historically associated with the property.