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United States Department of the Interior
National Park Service

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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 Ottawaquechee River Bridge
other names/site number US Route 5 Ottawaquechee River Bridge

2. Location

street & number US Route 5 N/A not for publication
city, town Hartland N/A vicinity
state Vermont code VT county Windsor code 027 zip code 05091

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: Metal Truss, Masonry, and Concrete Bridges in Vermont
Number of contributing resources previously listed in the National Register 0

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. See continuation sheet.
[Signature] 5/19/90
Signature of certifying official August 23, 1990
Date
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. Entered in the National Register
 See continuation sheet. 10/11/90
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain): _____
[Signature] Signature of the Keeper Date of Action _____

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Road-related

Current Functions (enter categories from instructions)

Transportation/Road-related

7. Description

Architectural Classification

(enter categories from instructions)

Other: Warren deck truss bridge

Materials (enter categories from instructions)

foundation concrete

walls

roof

other steel

Describe present and historic physical appearance.

See continuation sheet for description.

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National Register of Historic Places Continuation Sheet

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The U.S. 5 Ottauquechee River Bridge is located in a dense woodland section of rural southwestern Vermont. A four-span steel Warren deck truss, it is 274 feet long and was built about 1930 by the state highway department as part of massive bridge rebuilding program following the 1927 flood, one of Vermont's worst natural disasters. This curved vehicular bridge carries U.S. 5 traffic over the Ottauquechee River in Hartland in southwestern Windsor County west of Interstate 91 and the New Hampshire border. U.S. 5 was a primary north/south route before the interstate was built. The bridge is an excellent example of an early auto age highway structure that has not been altered and one which maintains its integrity of design, workmanship and setting.

The main span is a riveted metal truss which runs 120 feet on the southernmost part of the bridge. The main span of the bridge, which is 34 feet above the river, has seven truss panels each 23.6 feet wide and 20 feet deep. The truss span also has full depth crossed angle sway bracing, angle top and bottom crossbracing, a lattice girder and bottom struts. The upper chord of the span is a box girder with latticed top and bottom. The lower chord has paired channels with stay plates spaced 3 feet apart with vertical and diagonal I-beams. The floor system consists of rolled I-section floor beams, a concrete slab floor and curb without stringers. The approach spans are supported by five 11" x 30" I-beams.

The bridge is distinguished by a guard rail on T-section stanchions with its system of angles and channels which is decorated with latticework on the upper railing. The bridge features inclined end panels and poured concrete abutments. The piers have a rusticated effect and rounded ends, while the north pier between I-beam spans is marked by an arched opening.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Engineering

Transportation

Period of Significance

c.1930

Significant Dates

c.1930

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

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

See continuation sheet for statement of significance.

See continuation sheet

9. Major Bibliographical References

Hartland, Vermont. Vermont Historic Sites and Structures Survey, Survey Number 1409-32. Vermont Division for Historic Preservation, Montpelier, Vermont.

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 # _____

See continuation sheet

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

UTM References

A

1	8
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7	1	3	5	0	0
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4	8	3	0	9	0	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

The boundary for this property is the bridge and its abutments. The bridge carries US Route 5 across the Ottauquechee River in the town of Hartland at the UTM reference point: 18/713500/4830900. It is 274' in length and 23.6' in width.

See continuation sheet

Boundary Justification

This boundary includes all the land historically associated with this bridge.

See continuation sheet

11. Form Prepared By

name/title Amy Worden
 organization UVM Historic Preservation Program date May 5, 1990
 street & number Wheeler House telephone (802) 656-3180
 city or town Burlington state Vermont zip code 05405

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The U.S. 5 bridge over the Ottauquennee River represents an important era in bridge building and in the history of Vermont. As one of 1,600 bridges built following the devastating 1927 flood, the U.S. 5 structure uses standardized design and economical construction vital to the large scale bridge building effort launched in the state after the flood. The bridge is one of only 4 Warren deck trusses built in the state between 1928 and 1930. The Warren truss was, along with the Pratt truss, the most popular bridge type in the country during the period between 1850 and 1925. Its simple form, a series of equilateral triangles where the diagonals carry both the tensile and compressive strength, is still being used in bridge construction today. An identical truss is located in Bethel over the third branch of the White River.

As part of a multiple property submission, this bridge is being nominated under the historic context "Metal Truss, Masonry, and Concrete Bridges in Vermont." The property type is metal truss bridges. This bridge clearly meets the registration requirements for this property type. It is one of the best preserved examples of the few remaining Warren deck trusses in the state and retains its original members and structural integrity.

The deck truss was popular for longer spans with certain natural elevations because it minimized building expenses by requiring lower piers and abutments than other truss types. Its design uses the now standardized riveted construction and concrete flooring as well as rolled I-beams rather than built up members, which expedited the building process.

The bridge also relates well with its rural environment. Because the truss runs underneath the floor of bridge, it appears to be simply an extension of the two-lane roadway over the river. The bridge's gently curving approach and modest decorated railing retains the feel of a early 20th-century rural auto bridge. The site is also important for its educational value. Just east of the bridge on the river's north bank, are the remains of an earlier bridge abutment, which provides an interesting contrast to the modern bridge building techniques exhibited in the truss, and is testament to the flood's devastation.

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PROPERTY OWNER

State of Vermont
Agency of Transportation
Montpelier, VT 05602

Attn: William Sargent