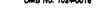
National Register of Historic Places Registration Form

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 Builetin 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.

| historic name Ottauquechee River Bridge other names/site number US Route 5 Ottauquechee River Bridge 2. Location N/A) not for publication siteel & number US Route 5 elly, town Hartland siteel & number US Route 5 Ownership of Property Reader of the sources within Property public-local district public-local district public-local district public-local district public-local district public-Federal site public-Federal district public-Federal district public-Federal district district | 1. Name of Property | | | | | |
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| State or Federal agency and bureau 5. National Park Service Certification I, hereby, certify that this property is: I entered in the National Register. I determined eligible for the National Register. I determined not eligible for the National Register. I determined not eligible for the National Register. I removed from the National Register. | Signature of certifying official State or Federal agency and b | bureau | | ne National Regis | ter criteria. 🗌 See | Continuation sheet. |
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| | entered in the National Re See continuation sheet. determined eligible for the Register. See continuation determined not eligible for National Register. | egister. National on sheet. the | Au | wist | ryen | |
| Other, (explain:) Date of Action Date of Action | | • | | Signature of the | Keeper | Date of Action |



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OMB No. 1024-0018

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NATIONAL REGISTER

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| Historic Functions (enter categories from instructions) | Current Functions (enter categories from instructions) Transportation/Road-related | | |
|--|---|--|--|
| Transportation/Road-related | | | |
| | | | |
| | | | |
| 7. Description | | | |
| Architectural Classification (enter categories from instructions) | Materials (enter categories from instructions) | | |
| | foundation <u>concrete</u> | | |
| Other: Warren deck truss bridge | walls | | |
| | roof | | |
| | other <u>stee1</u> | | |

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Describe present and historic physical appearance.

See continuation sheet for description.

X See continuation sheet

National Register of Historic Places Continuation Sheet

Section number ____ Page _1____

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 crosed 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 concete 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 | 5 . | |
|---|--|-----------------------|
| Certifying official has considered the significance of this pro | perty in relation to other properties: | |
| Applicable National Register Criteria | D | |
| Criteria Considerations (Exceptions) | D DE F G | |
| Areas of Significance (enter categories from instructions) Engineering Transportation | Period of Significance c.1930 | Significant Dates |
| | 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.

X See continuation sheet

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

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| i. | | | | | |
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| | | | | | |
| Previous documentation on file (NPS): preliminary determination of individual listing (36 CFR 67) has been requested previously listed in the National Register | See continuation sheet Primary location of additional data: State historic preservation office Other State agency | | | | |
| previously determined eligible by the National Register | Federal agency | | | | |
| designated a National Historic Landmark | Local government | | | | |
| recorded by Historic American Buildings | University | | | | |
| | Other | | | | |
| recorded by Historic American Engineering Record # | Specify repository: | | | | |
| Hecolo # | | | | | |
| 10. Geographical Data | | | | | |
| Acreage of property <u>Less than one acre</u> | | | | | |
| | | | | | |
| UTM References A [1.8] [7]1.3[5.0.0] [4.8]3.0[9.0.0] B Zone Easting Northing Z C D | Zone Easting Northing | | | | |
| | | | | | |
| | 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. | | | | | |
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| | | | | | |
| | See continuation sheet | | | | |
| 11. Form Prepared By | | | | | |
| name/title Amy Worden | | | | | |
| organizationUVM Historic Preservation Program | dateMay 5, 1990 | | | | |
| street & number House | telephone (802) 656-3180 | | | | |
| city or town <u>Burlington</u> | state <u>Vermont</u> zip code <u>05405</u> | | | | |

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

The U.S. 5 bridge over the Ottauquenchee 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 constructon 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 betweem 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.

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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.

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

PROPERTY OWNER

State of Vermont Agency of Transportation Montpelier, VT 05602

Attn: William Sargent