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  Saddle Creek Underpass
   other name/site number  NEHBS Number DO09: 322-14

2. Location
   street & number  U.S. Highway 6 (Dodge St.) over Saddle Creek Road  N/A not for publication
   city, town  Omaha  N/A vicinity
   state NE  county Douglas  code 055  zip code 68103

3. Classification
   Ownership of Property  Nebraska Department of Roads
   Category of Property  structure
   Number of Resources within Property
   Contributing 0 0 buildings
   Noncontributing 0 0 sites
   0 0 structures
   0 0 objects
   1 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 X 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 X meets does not meet the National Register Criteria.

   Signature of certifying official  Date
   Nebraska State Historical Society

In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

Signature of commenting or other official  Date

5. 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:)

   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.

Located in Omaha, the Saddle Creek Underpass crosses over Saddle Creek Road, and has changed little since the structure’s period of significance. Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Saddle Creek Underpass today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structure follows:

- span number: 1
- span length: 50.0’
- total length: 72.0’
- roadway wdt.: 56.0’
- construction date: 1934
- construction cost: about $35,000
- current condition: good
- alterations: none

- superstructure: concrete rigid frame with stone facing
- substructure: concrete abutments, back- and wingwalls
- floor/decking: brick and concrete with asphalt overlay
- other features: 6-foot sidewalks both sides; railing: stone-faced concrete with stone coping
Certifying official has considered the significance of this property in relation to other properties:

<table>
<thead>
<tr>
<th>Certifying Official</th>
<th>Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>C</td>
</tr>
</tbody>
</table>

Applicable National Register Criteria

<table>
<thead>
<tr>
<th>Criteria Considerations (Exceptions)</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areas of Significance</td>
<td>Engineering</td>
</tr>
<tr>
<td>Period of Significance</td>
<td>1934 (The period of significance is derived from the original construction date.)</td>
</tr>
<tr>
<td>Significant Dates</td>
<td>1934</td>
</tr>
<tr>
<td>Cultural Affiliation</td>
<td>N/A</td>
</tr>
<tr>
<td>Significant Person</td>
<td>N/A</td>
</tr>
<tr>
<td>Architect/Builder (Designer)</td>
<td>State of Nebraska</td>
</tr>
<tr>
<td>(Builder)</td>
<td>unknown</td>
</tr>
</tbody>
</table>

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

This bridge and cloverleaf were built as part of a larger federal aid project described in the Department of Roads' 1933-34 Biennial Report: "The Dodge Street project... consisted of widening the street from Thirtieth west to the city limits, making a four traffic-lane street between those points. Included in this project, is a complete, modern street light system, [an] interlocking traffic control signal system, two pedestrian subways, and a grade separation of Dodge Street and Saddle Creek Boulevard." Dodge Street carried street car tracks as well. The report added that "of minor interest in this work is the stone facing of the grade separation and the pedestrian subways." The stone used was old natural stone curbing taken up during construction. The stone was cut and cleaned by CWA workers. Another item of interest is the fact that much of the street was surfaced with the original brick taken off the old pavement." Overall cost of the project was over $660,000. Of that amount, about $35,000 was for the construction of the Saddle Creek Underpass. Over 1,175 cubic yards of dirt were excavated to lower Saddle Creek Road sufficiently for the underpass. About 4,160 square feet of stone facing was required for the bridge. Placement of the stone was carefully detailed in plans prepared by the Department of Roads, dated December 10, 1933. The Biennial Report described the distinctive feature of rigid frame construction, a relatively new design: "The slab or deck takes the form of a very flat arch with a comparatively thin slab at the crown." The report added that "this feature promotes economy and, being of a curved arched shape, it naturally lends itself to a beautifying architectural treatment."

This overpass is an excellent example of the type of structure produced under federal relief projects in the 1930s. The rising importance of aesthetics in highway design is reflected in the reuse of stone curbing for bridge facing and in the choice of the rigid frame design, chosen because of visual as well as functional concerns. As one of the two earliest concrete rigid-frame structures remaining in Nebraska, the Saddle Creek Underpass is technologically significant for its well-preserved representation of this important structural type.

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 S00637025; Nebraska Department of Roads and Irrigation, Twentieth Biennial Report, 1933-34, pp. 30, 81, 84; plans for "Grade Separation, Dodge Street and Saddle Creek Road," at Bridge Division, Nebraska Department of Roads, Lincoln, Nebraska; field inspection by Robert M. Frame, 26 October 1989.

10. Geographical Data

Acreage of Property    less than one acre
Cadastral Reference    S20, T15N, R13E
USGS Quadrangle        Omaha North, Nebraska - Iowa (7.5 Minute Series, 1956; photorevised 1984)
UTM References         zone 15  easting 250330  northing 4571660

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 72 feet by 58 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

Boundary Justification

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans 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.

11. Form Prepared By

name/title        Charlene K. Roise, Principal
organization      Fraserdesign and Hess, Roise and Company  date 30 June 1991
street & number   1269 Cleveland Avenue  telephone 303-669-7969
city or town      Loveland  state Colorado  zip code 80537
View looking northeast.
Original negative at Nebraska State Historic Preservation Office