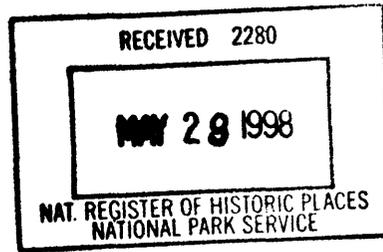


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



750

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Quail Ave. Bridge

other names/site number _____

2. Location

street & number Quail Avenue over unnamed stream not for publication

city or town 4.5 miles southeast of Carroll vicinity

state Iowa code IA county Carroll code 027 zip code 51401

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Patricia Chelmsky DSHPD 5-6-98
 Signature of certifying official/Title Date

 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 certifying official/Title Date

 State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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 H. Beal 6-25-98

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
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Highway Bridges of Iowa

Number of contributing resources previously listed in the National Register

0

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: riveted Warren pony truss

Materials
(Enter categories from instructions)

foundation Timber pile
 walls _____
 roof _____
 other Steel

Narrative Description

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

Located 4.5 miles southeast of Carroll, the bridge spans an unnamed stream in a rural Carroll County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1	construction date: 1913
span length: 35.0'	construction cost: \$1247.00
total length: 37.0'	current condition: fair
roadway wdt.: 15.8'	alterations: none

superstructure: steel, 2-panel, rigid-connected Warren pony truss
 substructure: timber pile bent abutments and wingwalls
 floor/decking: concrete deck over steel stringers
 other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: 4 channels with continuous plate; diagonal: 2 angles with batten plates; lateral bracing: 1 angle; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

Other than maintenance-related repairs, this bridge remains essentially unaltered as it continues to carry vehicular traffic. It retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association.

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)

Property is:

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

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1913

(The period of significance is derived from the original construction date.)

Significant Dates

1913 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

Iowa State Highway Commission

fabricator:

Standard Bridge Co.; Cambria Steel Co.

builder:

Standard Bridge Co., Omaha NE

9. Major Bibliographical References

Bibliography

(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 DataAcreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

1	<u>15</u>	<u>352380</u>	<u>4654480</u>	2			
	zone	easting	northing		zone	easting	northing

Verbal Boundary Description

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 18 feet by 37 feet, which is centered on the UTM point(s) listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, approach spans and floor system.

Boundary Justification

(Explain why the boundaries were selected)

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 the bridge.

11. Form Prepared By

name/title	<u>Clayton B. Fraser</u>		
organization	<u>Fraserdesign</u>	date	<u>31 August 1994</u>
street & number	<u>1269 Cleveland Avenue</u>	telephone	<u>303-669-7969</u>
city or town	<u>Loveland</u>	state	<u>Colorado</u> zip code <u>80537</u>

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7½ or 15 minute series) indicating the property's locationA **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)

Property Owner

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

name/title	<u>Carroll County</u>		
street & number	<u>115 East Fifth</u>	telephone	<u>712-792-3603</u>
city or town	<u>Carroll</u>	state	<u>Iowa</u> zip code <u>51401</u>

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section Number 8 Page 1 Bridge Carroll County; Iowa

Among the 28 bridges included from Carroll County in the statewide historic bridge inventory is this small-span truss. The bridge carries a secondary county road over a small field stream some five miles southeast of Carroll. This modest span is a 35-foot, rigid-connected Warren pony truss, supported by a timber substructure. According to Carroll County records, the bridge traces its history to late 1912. On December 27th of that year, the board of supervisors awarded a contract to build all of the county's steel and wood bridges for 1913 to the Standard Bridge Company of Omaha. The following spring the Iowa State Highway Commission prepared designs for nine separate pony trusses, ranging in span length from 35 to 75 feet. In July 1913 the county authorized construction of fifteen steel bridges built from these designs. The ISHC's First Annual Report announced that the bridges were to be used "largely as standards for other counties desiring that type of bridge." The report concluded that the structures, "while not possessing the neat appearance or the rigidity of the slab floor type of bridge, seemed to be very much in demand by the counties having a considerable number of drainage ditches to span, which deserved cheaper construction...." The ISHC list included this 35-foot pony truss between Sections 2 and 3 of Pleasant Valley Township. Standard Bridge subsequently erected the bridges for the aggregate sum of \$29,174.00, including \$1247.00 for this span. Since its completion in 1913, this bridge has carried vehicular traffic with only minor modification.

At first glance, this bridge appears to be a typical example of ISHC's standard pony truss type. What distinguishes this structure - and the entire series of bridges built in Carroll County in 1913 - is that not only is it a typical example, it is the prototypical example. The Iowa State Legislature passed the Brockway Act on April 9, 1913, largely in response to poor road and bridge contracting practices among the counties. As one of the act's key provisions, the newly reorganized state highway commission was directed to design (or approve designs for) all vehicular bridges costing more than \$2000.00. ISHC, under the direction of Designing Engineer C.B. McCullough, prepared so-called "special designs" for the major crossings. For the myriad small ditch and stream crossings across the state, ISHC developed standardized plans. These standards initially included concrete slabs and culverts and steel through and pony trusses. The plans submitted to Carroll County in the spring of 1913 represented the prototypes for ISHC's pony trusses: experimental designs that soon became the basis for the ISHC X-Series standards. The smallest of these, a 35-foot, two-panel pony truss, was finalized as the X-1 Standard with some modification on January 1, 1914. This unimposing Carroll County span is thus technologically significant, because it represents the model for the state's X-1 Standard.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Bridge Carroll County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 094140.

Carroll County Board of Supervisors' Minutes, Book G: page 292 (27 December 1912), page 344 (11 July 1913).

C.B. McCullough, "Standardization of Highway Bridge Practice," thesis, Iowa State College, page i.

First Annual Report of the Iowa State Highway Commission, 1913-14, page 26

Fraserdesign, "Bridge: Preliminary Determination of NRHP Eligibility for the Iowa Historic Bridge Inventory," 3 April 1991.

Field inspection by Clayton Fraser, 25 April 1992.