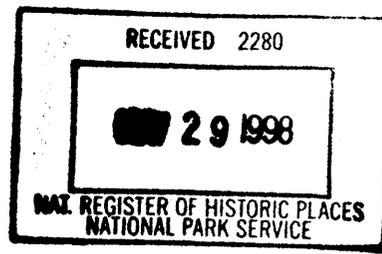


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



765

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 Boone Bridge 2

other names/site number _____

2. Location

street & number 1000 200th St. over Des Moines River not for publication

city or town 4.5 miles west of Boone vicinity

state Iowa code IA county Boone code 015 zip code 50036

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 Onusky DSHPO 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 A. Beall 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: Pennsylvania through truss

Materials
(Enter categories from instructions)

foundation Concrete filled steel
 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 west of Boone, the Boone Bridge spans Des Moines River in a rural Boone County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 4 construction date: 1910
 span length: 200.0' construction cost: unknown
 total length: 703.0' current condition: fair
 roadway wdt.: 16.0' alterations: extensive repairs to western truss

superstructure: steel, pin-connected Pennsylvania through truss, with three pin-connected Pratt through trusses and nine timber stringer approach spans on the east end

substructure: concrete-filled steel cylinder piers; concrete abutments

floor/decking: timber deck over steel stringers

other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: 2 looped square eyebars with turnbuckles; lower lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; floor beam: I-beam, field-bolted to verticals; guardrail: steel cable; subtie on Pennsylvania truss: 2 looped round eyebars with turnbuckles

Other than maintenance-related repairs and alterations noted above, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Boone Bridge today 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

1910

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

Significant Dates

1910 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

Iowa Bridge Company, Des Moines IA

fabricator:

IBC; Jones, Laughlin; Lackawanna Steel Co.

builder:

Iowa Bridge Company, Des Moines IA

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 15 419730 4657010
zone easting northing2 15 419940 465700
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 18 feet by 703 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 Byname/title Clayton B. Fraserorganization Fraserdesign date 31 August 1994street & number 1269 Cleveland Avenue telephone 303-669-7969city or town Loveland state Colorado zip code 80537**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 Boone Countystreet & number 201 State Street telephone 515-433-0530city or town Boone state Iowa zip code 50036

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 Boone Bridge Boone County; Iowa

"The bridge question is settled," the **Boone News-Republican** announced in November 1909. "The board of directors of the Boone Commercial association and the [county] board of supervisors met at the office of the former Friday afternoon and talked the matter over with a view to putting an end to the vexed question." The county and a citizens' group from Incline had been arguing for the better part of the year over the site for a wagon bridge over the Des Moines River. The county wanted to build the new structure near the existing Boone Viaduct of the Chicago and North Western Railroad, directly west of Eighth Street in Boone. The citizens' group wanted to reconstruct the Incline Bridge. "The advocates of both sites have been warm in their conquest and the dispute had become quite acrid," the newspaper reported. "The board of course objected to building two bridges and at the same time realized that neither side would take care of the demand and desires of both factions." The Commercial Association offered to buy the Incline Bridge, and the problem was thus resolved. The county later contracted with the Iowa Bridge Company of Des Moines to build the Boone Bridge. Using steel rolled in Pittsburgh by Lackawanna and Jones and Laughlin and in Indiana by Inland, IBCo completed the multiple-span through truss in 1910. The structure consists of a long-span Pennsylvania through truss over the main channel of the river, with three pinned Pratt trusses over the flood plain on the east, all supported by steel cylinder piers. The Boone Bridge carried increasingly heavy traffic until its eventual replacement by a new truss [BOON01] in 1928.

In the late 19th and early 20th centuries, before the Iowa State Highway Commission began issuing standard bridge plans, the individual counties were left to their own devices for highway and bridge construction. The counties contracted for large-scale bridges over the major rivers such as the Iowa, the Skunk and the Des Moines. Comprised of multiple pin-connected trusses, these structures have since been the focus of concerted replacement efforts, until all but a few have been replaced. The Boone Bridge is distinguished as one of the remaining large-scale wagon trusses in Iowa. A regionally important crossing of a major river, it is both historically and technologically significant - an important transportation-related resource.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Boone Bridge Boone County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 077850.

"Two Bridges to be Built," **Boone News-Republican**, 4 November 1909.

Field inspection by Clayton Fraser, 17 July 1988.