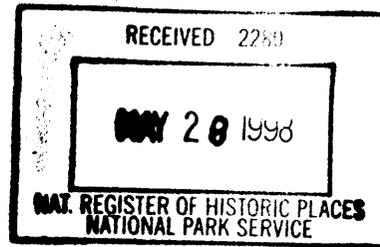


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



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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 Wapsipinicon River Bridge

other names/site number _____

2. Location

street & number State Highway 150 over Wapsipinicon River not for publication

city or town Independence vicinity

state Iowa code IA county Buchanan code 019 zip code 50644

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 Chinking DS/PO 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 W. 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)

7. Description

Architectural Classification

(Enter categories from instructions)

other: concrete filled spandrel arch

Materials

(Enter categories from instructions)

foundation Concrete

walls

roof

other Concrete

Narrative Description

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

Located in Independence, the Wapsipinicon River Bridge spans the Wapsipinicon River in an urban setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 4 construction date: 1926-27
 span length: 87.0' construction cost: \$57,530.00
 total length: 341.0' current condition: good
 roadway wdt.: 29.5' alterations: metal conduit pipe attached to east side.

superstructure: concrete filled spandrel arch
 substructure: flared concrete abutments and solid concrete piers
 floor/decking: asphalt deck over earth fill
 other features: railing: concrete balustrade with solid parapets and metal guardrails at ends

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

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1926-27
(The period of significance is derived from the original construction date.)

Significant Dates

1926-27 (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: none

builder: Miller-Taylor Construction Co., Waterloo IA

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.)

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 591200 4701090
zone easting northing2 15 591160 4701200
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 32 feet by 341 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 Deanne Zibell, Charlene Roise and Michelle Crow-Dolbyorganization 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 Iowa Department of Transportationstreet & number 800 Lincoln Way telephone 515-239-1251city or town Ames state Iowa zip code 50010

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 Wapsipinicon River Bridge Buchanan County; Iowa

Located on State Highway 150, the major approach road into Independence, the county seat, this multiple-span concrete bridge crosses the Wapsipinicon River. Preceding this concrete filled spandrel arch was a two-span iron high truss structure which was evidently deemed inadequate for urban traffic conditions late in 1925. In early 1926, Mr. Hoffman, a state highway commission engineer, presented three options to the Buchanan County Supervisors for a bridge on "primary road 11" on the south edge of Independence. Configuration options included a three-span high truss bridge, a four-span pony truss, or a four-span concrete arch bridge. The latter was "recommended by the highway commission as being the most economical considering the cost of maintenance." It was also, at an estimated cost of \$49,269.00, the least expensive of the three. As Mr. Hoffman observed: "The sand is right there on the job." In addition, Independence already boasted one concrete-arch bridge, dating from 1918, that carried Main Street over the Wapsipinicon. The board voted unanimously in favor of the concrete span. The **Independence Bulletin-Journal** reported: "The announcement that the new structure will be of concrete comes as a happy surprise to many, as it had been understood that it would be of steel and the high truss type." The paper also noted that the new bridge was to be located west of the existing structure, which would probably be relocated elsewhere in the county.

On June 29, 1926, the board voted to let a construction contract. The completed plans and specifications arrived from the state highway commission early in July. Although the design had originally called for a roadway of 24 feet with a 5-foot sidewalk, the sidewalk was apparently eliminated from the plans at some point, allowing the roadway to cover the entire deck. On July 21st, the board opened bids from eleven companies and awarded the contract to the Miller-Taylor Construction Company of Waterloo, Iowa, which had bid \$37,680.00, plus extras. The firm's credentials included construction of a bridge in Manchester, as well as the San Souci Bridge in Waterloo. The Independence project, however, was not without its problems. In September the same year, high water washed away several coffer dams and buried two engines, causing work delays and forcing the cost of construction up. Miller-Taylor was forced to request an extension on the project, receiving a new completion date for January 1927. The bridge was successfully finished later that year at a total cost of \$57,530.00. Since its completion, the Wapsipinicon River Bridge has continued to carry heavy urban traffic while maintaining a high degree of structural and historical integrity.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Wapsipinicon River Bridge Buchanan County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 015950.

Buchanan County Supervisors' Minutes, Book I: page 251 (6 April 1926), page 271 (29 June 1926), page 274 (21 July 1926), page 397 (6 January 1927).

Independence [Iowa] Bulletin-Journal: page 1 (8 April 1926), page 1 (8 July 1926), page 1 (22 July 1926), page 9 (23 September 1926), page 1 (7 April 1927).

Notes of the Iowa State Highway Commission.

Field inspection by Charlene K. Roise, 2 October 1991.