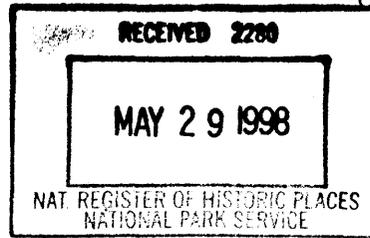


United States Department of the Interior
National Park Service

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 Hawkeye Street Underpass

other names/site number _____

2. Location

street & number South Hawkeye Street under railroad not for publication

city or town Nora Springs vicinity

state Iowa code IA county Floyd code 067 zip code 50458

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 Onlin kmj DSMPD 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. 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, rail-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification

(Enter categories from instructions)

other: stone masonry arch

Materials

(Enter categories from instructions)

foundation Stone

walls

roof

other Stone masonry

Narrative Description

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

Located Nora Springs, the Hawkeye Street Underpass spans railroad in a small-town setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1 construction date: 1889
 span length: 28.0' construction cost: unknown
 total length: 28.0' current condition: excellent
 roadway wdt.: unknown alterations: none

superstructure: stone masonry arch
 substructure: stone abutments
 floor/decking: railroad ties and tracks
 other features: walkways paralleling street have separate, rectangular-section openings on both sides;
 bridge plate: F.A. McDonald, Assistant Chief Engineer, 1889

Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Hawkeye Street Underpass 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

1889

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

Significant Dates

1889 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

F.A. McDonald for BCR&N Railroad

fabricator:

none

builder:

Rock Island Railroad

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 Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

1 15 499550 4776150 2 zone easting northing zone easting northing

Verbal Boundary Description

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel of an unknown width by 28 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 Robert M. Hybben and Charlene K. Roise
organization Fraserdesign date 31 August 1994
street & number 1269 Cleveland Avenue telephone 303-669-7969
city or town Loveland state Colorado zip code 80537

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7 1/2 or 15 minute series) indicating the property's location
A 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 City of Nora Springs
street & number P.O. Box 336 telephone 515-749-5315
city or town Nora Springs state Iowa zip code 50458

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 Hawkeye Street Underpass Floyd County; Iowa

Floyd County was first settled in the early 1850s, while Nora Springs was platted in 1857. With the primitive roads of the period, pioneers had a difficult time traveling to trade centers to sell crops and purchase necessities. The nearest major markets were in McGregor and Dubuque, both on the Mississippi River over a hundred miles east. Consequently, citizens of Floyd County encouraged local railroad construction, and the first trains of the Iowa Division of the Illinois Central Railroad arrived in Charles City in 1868. The following year, the Chicago, Milwaukee and St. Paul Railroad was the first to reach Nora Springs. The Burlington, Cedar Rapids & Northern Railroad entered Floyd County in 1871 and passed through Nora Springs en route from Burlington, Iowa, to Albert Lea, Minnesota. By the early 1880s, the route was taken over by the Chicago, Rock Island & Pacific, in conjunction with the Chicago, Burlington & Quincy Railroad. The Milwaukee and Rock Island lines crossed just west of town at a hamlet known, appropriately, as Nora Junction. This unique underpass was built by the Rock Island Line in 1889 to carry its tracks over South Hawkeye Street in Nora Springs, apparently during an upgrade of the area's rail lines. Supported by stone abutments, the stone arch grade separation continues to function today, in unaltered, well-preserved condition. This structure is the only stone arch bridge listed on the Iowa Historic Bridge Inventory in Floyd County, thus making it a rare and historically significant example of an early highway- and railroad-related resource.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Hawkeye Street Underpass Floyd County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 008720.

History of Floyd County, Iowa (Chicago: Inter-State Publishing Company, 1882), pages 572-76, 935.

History of Floyd County, Iowa (Indianapolis: B.F. Bowen and Company, 1917), page 142.

Field inspection by Danielle Johnson, 18 July 1991.