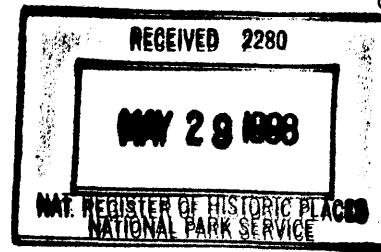


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



761

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

other names/site number _____

2. Location

street & number old U.S. Highway 30 over Des Moines River not for publication

city or town 2.8 miles southwest of Boone vicinity

state Iowa code IA county Boone code 015 zip code 45302

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.)

Patsia Chinking DSHD 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):

Ethan 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: Parker/Pratt through truss

Materials

(Enter categories from instructions)

foundation Concrete

walls

roof

other Steel

Narrative Description

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

Located 2.8 miles southwest of Boone, the Boone Bridge spans the 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: 1927-28
span length: 200.0' construction cost: \$77,900.00 (contract amount)
total length: 647.0' current condition: good
roadway wdt.: 20.0' alterations: none

superstructure: steel, rigid-connected Pratt / Parker through truss
substructure: concrete abutments, wingwalls and piers
floor/decking: concrete deck over steel stringers
other features: upper chord / inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: 2 channels with lacing; diagonal: 2 channels with batten plates; floor beam: I-beam, field bolted to verticals; guardrail: 2 angles

Other than maintenance-related repairs, 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

1927-28

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

Significant Dates

1927-28 (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:

Inland Steel Company, East Chicago IN

builder:

A. Olson Construction Co., Waterloo 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 422750 4654660
zone easting northing2 15 422910 4654800
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 22 feet by 647 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 Des Moines River west of Boone constituted a formidable obstacle to overland transportation in central Iowa. The Chicago and North Western Railroad erected the world's longest two-track viaduct over the Des Moines River near this location in 1901, and in 1909 Boone County erected a multiple-span through truss to carry a county road over the Des Moines. The crossing was so pivotal, in fact, that the Lincoln Highway was routed through the region to make use of the county bridge. The Lincoln Highway was the nation's first transcontinental highway and an integral part of the ongoing American "good roads movement" prevalent during the 1910s. As traffic on the highway increased in the 1920s, however, the structure's 16-foot wide, pin-connected trusses eventually proved inadequate for the task. In 1927 Iowa State Highway Commission engineers designed a replacement bridge that would span the river just upstream from the previous county structure. Late that fall the commission let the bridge's construction out to bid; in November a contract was awarded to the A. Olson Construction Company of Waterloo, Iowa, for \$77,900.00. Olson began work soon thereafter and completed the bridge in 1928. The new Boone Bridge carried the Lincoln Highway, by then designated U.S. 30, until it was replaced as a result of a route re-alignment. It now carries a Boone County road in unaltered condition.

Consisting of two riveted Pratt and two Parker through trusses, the Boone Bridge's 647-foot overall length placed it among the state's longer highway crossings. The four channel spans typify ISHC highway truss design and are individually unremarkable in dimensions and detailing. Taken together, they constitute a well-preserved, multiple-span highway truss bridge.

**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. 015420.

Iowa State Highway Commission, **Weekly Letting Report**, 15:47, page 2.

Field inspection by Clayton Fraser, 17 July 1988.