

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

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received **MAR 13 1986**  
date entered **APR 11 1986**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Five Mile Drive/Sutter Creek Bridge

and/or common Five Mile Drive/Sutter Creek Bridge

**2. Location**

street & number Five Mile Drive

n/a not for publication

city, town Ione X vicinity of

state California code 06 county Amador code 005

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name County of Amador

street & number 108 Court Street

city, town Jackson N/A vicinity of state California 95642

**5. Location of Legal Description**

courthouse, registry of deeds, etc. County of Amador Recorder's Office

street & number 108 Court Street

city, town Jackson state California 95642

**6. Representation in Existing Surveys**

title Historic Property Survey has this property been determined eligible?  yes  no  
FHWA Five Mile Drive/Sutter Creek

date April 22, 1985  federal  state  county  local

depository for survey records Office of Historic Preservation,

city, town Sacramento state California

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>          n/a          </u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

### Describe the present and original (if known) physical appearance

The bridge was originally constructed in 1910 and has been changed very little since that time. It is a steel, pin-connected, pony Pratt half-hip truss bridge on concrete wall abutments with flared wing walls. It crosses Sutter Creek in a wooded, rural setting. At a length of 115 feet (five panels at 23 feet each), it is very long for a pony truss, which is generally used for light vehicular traffic on short spans. In profile, the truss is a typical Pratt half-hip, but it is somewhat unusual in that the floor beams are extended five feet outside of the plane of the truss chords, and an additional vertical brace attaches to the end of the floor beams. This was probably done to provide extra support to compensate for the length of the truss. Another unusual feature is that the end posts terminate at a higher level than the interior verticals, giving the roadway a "sway-backed" configuration. The truss width (outside measurement) is 17 feet 4 inches and the roadway width is 12 feet 2 inches, with no wheel guards.

The condition of the bridge was poor at the time of the earliest CalTrans report (5-26-60). The upper chords were bowed inward three inches on the upstream truss and one inch on the downstream, and both deflected horizontally when vehicles crossed. Also, several tension members in the lower chord were loose, carrying no load at all. As a result of this report, the truss was strengthened by adding cross braces on the upper chord (giving it the appearance of a through truss), the loose tension members were tightened and all timber stringers and decking were replaced. Nevertheless, a load limit of 14 tons per vehicle was imposed October 31, 1960.

By 1979 the condition had further deteriorated. The only railing was a galvanized wire mesh bolted to the end posts and verticals; there was no paint and the steel was deteriorating; there were numerous bends in the upper cross braces and verticals from traffic hits; and the lower chord tension members were loose again. On reinspection in 1981 the condition of the bridge was unchanged (except that a vehicle hit had bent the northern cross brace two feet out of line, making it completely ineffective), and a load limit of six tons was imposed effective July 2 of that year. The current inspection shows the condition of the bridge to be substantially unchanged.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1910 **Builder/Architect** V.F. Garbarini - Designer

**Statement of Significance (in one paragraph)**

Five Mile Drive Bridge, built in 1910, is pre-dated by only one other bridge in Amador County. The Pratt half-hip is a common design nationally; it was much less popular than the standard Pratt in northern California. Surviving examples are rare because many were very light pony trusses that were replaced years ago. The structure has remained relatively unchanged since the date of construction, except for the minor addition of cross bracing in the upper chord. The age, rarity, unusual size for the type of truss, unusual design features discussed below, and the local designer make this bridge a significant structure.

Five Mile Drive Bridge over Sutter Creek was built by the Berkeley Steel Company in 1910 for \$3700 (Board of Supervisors Minute Book I: 209, 239, 246, 247, 339). The bridge was designed by V.F. Garbarini, a local blacksmith and mining engineer, who later became a County supervisor. Garbarini designed two other bridges in Amador County, one of which he also fabricated (Diane Pierzinski, CalTrans, personal communication, 1985). The bridge is quite long for a pony truss, and has the somewhat unusual feature of floor beams extended outside the plane of the truss chords and an additional vertical brace that attaches to the end of the floor beams. This was probably done to provide extra support as compensation for the length of the truss. The bridge also has an unusual feature in that the end posts terminate at a higher level than the interior verticals, giving the roadway a "sway-backed" configuration.

# 9. Major Bibliographical References

CalTrans Bridge Book, Sacramento  
Amador County Board of Supervisors Minute Book, Jackson  
Pierzinski, Diane, CalTrans Bridge Survey Staff, personal communication, 1985.

# 10. Geographical Data

Acree of nominated property Less than one acre.

Quadrangle name Ione, California

Quadrangle scale 1:24,000

### UTM References

A 

1	0	6	7	8	4	8	0	4	2	4	6	8	5	0
Zone	Easting				Northing									

B 

Zone	Easting				Northing									

C 

Zone	Easting				Northing									

D 

Zone	Easting				Northing									

E 

Zone	Easting				Northing									

F 

Zone	Easting				Northing									

G 

Zone	Easting				Northing									

H 

Zone	Easting				Northing									

Verbal boundary description and justification Boundaries are based upon the dimensions of the Five Mile Drive Bridge over Sutter Creek, measuring 115 feet by 27 feet 4 inches, encompassing the bridge on its original site.

### List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

# 11. Form Prepared By

name/title Melinda Peak and Robert Gerry

organization Peak & Associates

date April 16, 1985

street & number 8167-A Belvedere Avenue

telephone (916) 452-4435

city or town Sacramento

state California 95826

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title State Historic Preservation Officer

date 2/28/86

### For NPS use only

I hereby certify that this property is included in the National Register

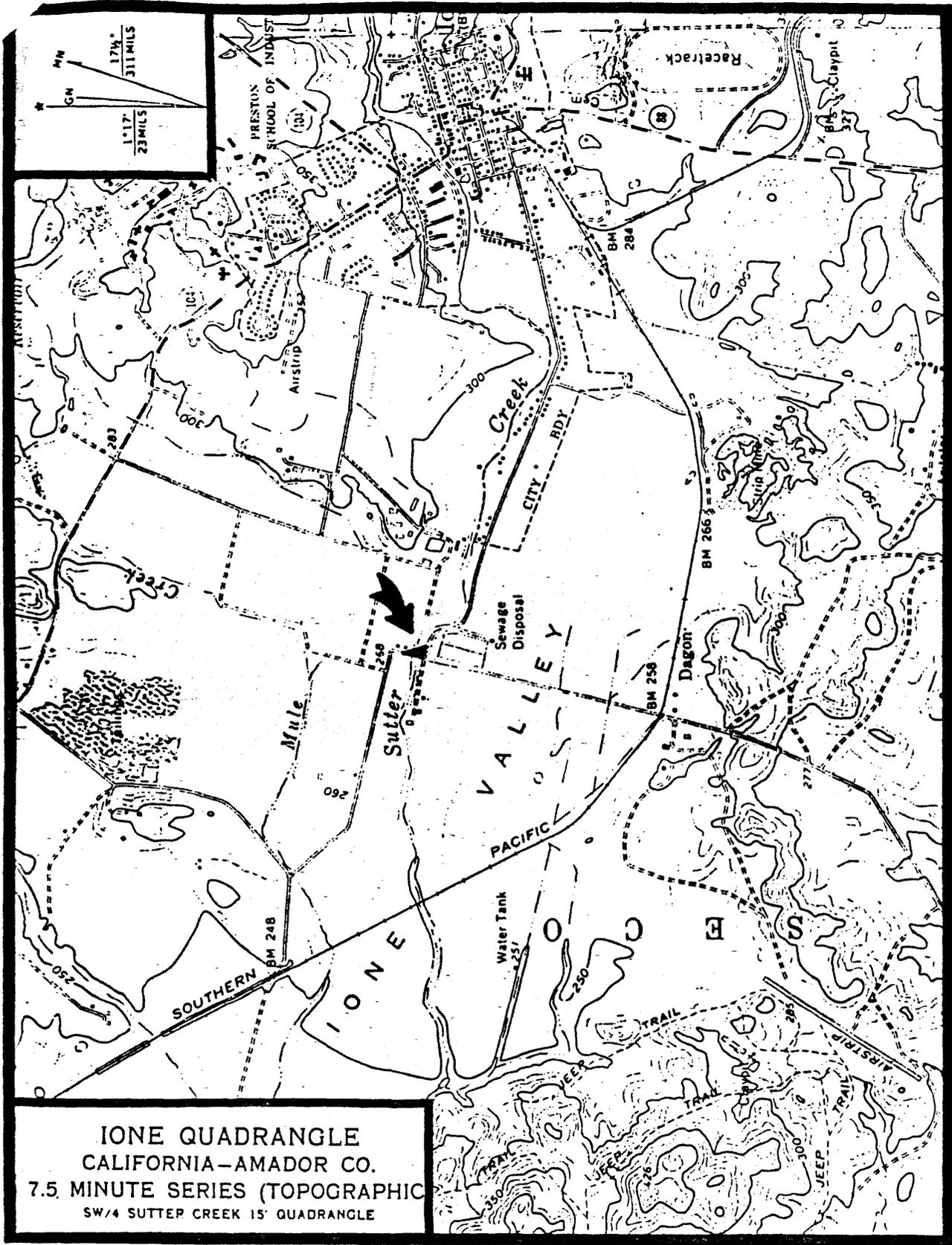
Inventory for the National Register

date 4-11-86

Keeper of the National Register

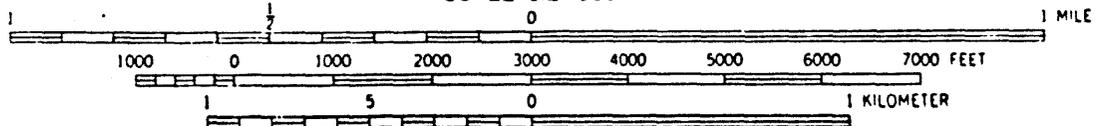
Attest:

Chief of Registration



IONE QUADRANGLE  
 CALIFORNIA-AMADOR CO.  
 7.5 MINUTE SERIES (TOPOGRAPHIC)  
 SW/4 SUTTER CREEK 15' QUADRANGLE

SCALE 1:24 000

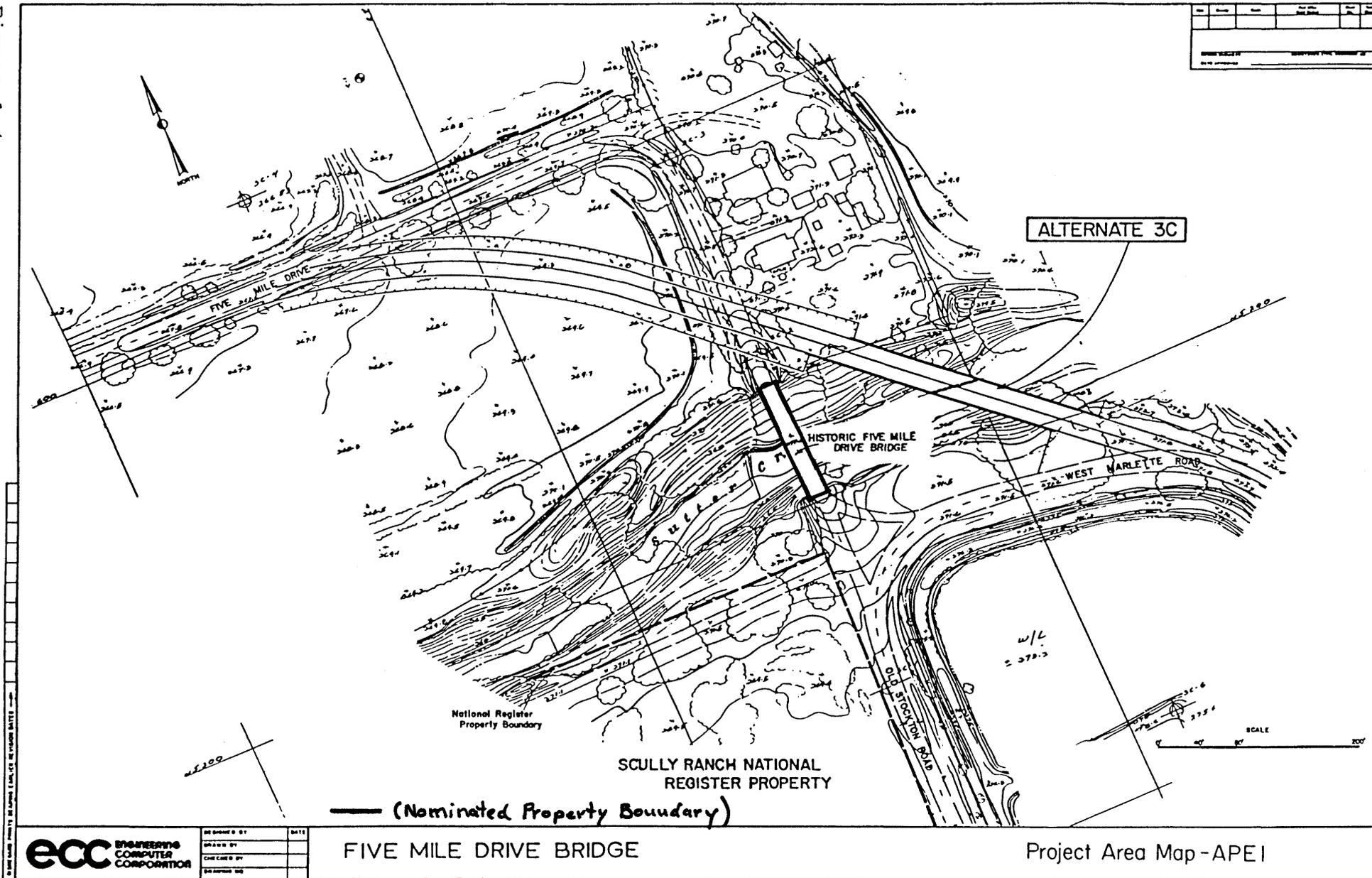


CONTOUR INTERVAL 10 FEET  
 DATUM IS MEAN SEA LEVEL

Five Mile Drive/Sutter Creek  
 Bridge  
 Five Mile Drive, Ione, Amador  
 County, California

Figure 1.1 Project Location Map

Figure 1.4



— (Nominated Property Boundary)

### FIVE MILE DRIVE BRIDGE

Project Area Map - APE I

Five Mile Drive  
Ione, Amador County, California



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