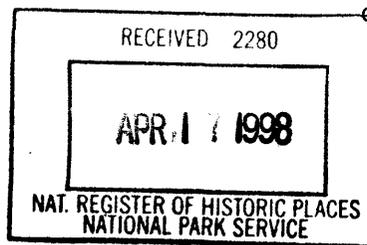


United States Department of the Interior  
National Park Service

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 Nishnabotna River Bridge

other names/site number \_\_\_\_\_

2. Location

street & number County Road M16 over Nishnabotna River  not for publication

city or town 4.2 miles southwest of Henderson  vicinity

state Iowa code IA county Mills code 129 zip code 51541

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 Chuska DSHPD 4-7-98  
 Signature of certifying official/Title Date  
**STATE HISTORICAL SOCIETY OF IOWA**

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 Beall 5-15-98

**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: riveted Warren pony 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 4.2 miles southwest of Henderson, the Nishnabotna River Bridge spans Nishnabotna River in a rural Mills County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 2                      construction date: 1929-30  
 span length: 100.0'              construction cost: \$30,900.00  
 total length: 284.0'              current condition: good  
 roadway wdt.: 20.0'              alterations: none

superstructure: steel, 6-panel, rigid-connected Warren pony truss with polygonal upper chords, skewed  
 substructure: concrete abutments, wingwalls and piers  
 floor/decking: concrete deck over steel stringers  
 other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: wide flange; diagonal: wide flange; lateral bracing: 1 angle; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

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

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

1929-30

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

Significant Dates

1929-30 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Bulder

designer:

Iowa State Highway Commission

fabricator:

Inland Steel Company, East Chicago IN

builder:

McCormack Construction Company

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 291680 4551400 2 \_\_\_\_\_  
zone easting northing zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 22 feet by 284 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 Clayton B. Fraser  
 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** (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 Mills County  
 street & number 418 Sharp Street telephone 712-527-4873  
 city or town Glenwood state Iowa zip code 51534

**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**

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Located southwest of Henderson in northwestern Mills County, this rigid-connected pony truss carries a paved county road (once a part of a state highway) over the Nishnabotna River. The bridge is comprised of two skewed trusses, each configured as a Warren pony with polygonal upper chords. The trusses are supported by concrete abutments and piers, and they are approached by steel stringer approach spans on both ends. The Nishnabotna River Bridge was designed by engineers for the Iowa State Highway Commission in the summer of 1929. The bridge's skewed orientation and relatively long span length prompted ISHC to produce a special design for the trusses, rather than rely on its standard plans. On August 20, 1929, the state highway commission contracted with the McCormack Construction Company of Lohrville, Iowa, to construct the bridge for \$30,900.00. Using steel rolled by Inland, McCormack completed the bridge the following year. It has since functioned in place, without substantial alteration.

Although at least one Iowa bridge company employed polygonal-chorded Warren trusses on a limited basis in the early 1910s, this inherently long-span structural type never found much favor among the counties. As a result, relatively few such trusses were built in the state between 1910 and 1913 - the year that the state highway commission began issuing standard plans for bridges. ISHC's standard pony trusses ranged in span length between 35 and 100 feet, all featuring straight-chorded Warren configurations. The sloped upper chords of the Nishnabotna River Bridge are an anomaly, apparently an attempt by ISHC to develop a more materially conservant structural type for its long-span ponies. It is not known whether the Nishnabotna River Bridge was the first example of this truss type, or whether others were ever built, but this bridge is today distinguished as the only example of its kind by ISHC remaining in the state. It is thus technologically noteworthy as a well-preserved example of an uncommon structural type.

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

**National Register of Historic Places  
Continuation Sheet**

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 246630.

Iowa State Highway Commission, **Weekly Letting Report** 17:35, page 3.

Field inspection by Clayton Fraser, 9 December 1992.