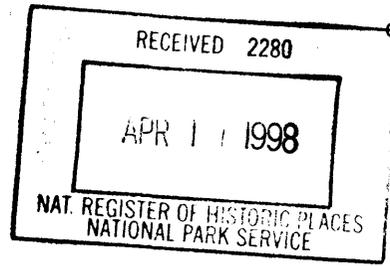


**United States Department of the Interior  
National Park Service**

**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 Goldfield Bridge

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

**2. Location**

street & number Oak Street over Boone River  not for publication

city or town Goldfield  vicinity

state Iowa code IA county Wright code 197 zip code 50542

**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 Osterkim DSITPD 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 H. 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)

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, 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: concrete deck girder

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 Goldfield, the Goldfield Bridge spans the Boone River in a small-town setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 3 construction date: 1921
span length: 64.0' construction cost: \$40,584.00 (contract amount)
total length: 158.0' current condition: good
roadway wdt.: 25.0' alterations: none

superstructure: concrete cantilevered deck girder
substructure: concrete abutments, wingwalls and piers
floor/decking: concrete deck
other features: concrete guardrails with chamfered square balusters and paneled bulkheads

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

1921

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

Significant Dates

1921 (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: Iowa Bridge Company, Des Moines 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 Data**Acreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 424300 4731840  
zone easting northing2 \_\_\_\_\_  
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 27 feet by 158 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 City of Goldfield  
 street & number \_\_\_\_\_ telephone \_\_\_\_\_  
 city or town Goldfield state Iowa zip code 50542

**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 Goldfield Bridge Wright County; Iowa

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In 1900 Des Moines bridge builder N.M. Stark built a pinned through truss over the Iowa River immediately west of the small town of Goldfield. This structure carried traffic for twenty years, before the county began contemplating its replacement. The board of supervisors commissioned the state highway commission to design a more substantial concrete bridge and that summer solicited competitive bids for the bridge's construction. Two proposals were received, both rejected by the board as too high. The project was put on hold until the following February, when the county again advertised for bids. Nine days later a \$40,584.00 contract was awarded to the Iowa Bridge Company. At this price, the new Goldfield Bridge was the most expensive structure erected in the county up to that time. The project included building the new concrete bridge, as well as moving the earlier steel bridge. "The new structure is to be of the cantilever deck girder type, and the plans in [county] engineer Hilton's office call for a nice looking bridge," the **Wright County Monitor** reported in March. "It will be set to the north of the old structure and an attempt made to take some of the curve out of the road at this point. A pathway for pedestrians is provided on the south side of the structure and eight electroliers will furnish light for the same. It will require at least six months to construct the new bridge after which the old one which has done service for over 20 years, will be dismantled and rebuilt as a smaller bridge on new piers on the Iowa River north of Belmond."

The choice to use a rather esoteric structural type at this crossing was, for the state highway commission, a logical extension of its design policies. ISHC had first developed the design for simply supported concrete girder bridges - designated Standard Series H - among its first standardized bridge plans in 1914. Three years later the Highway Commission designed its first cantilevered deck girder for a three-span structure over the Boyer River at Woodbine. A description of the Woodbine Bridge in the **Iowa State Highway Commission Service Bulletin** indicates that the cantilevered design was chosen not only for its utility but for its aesthetics as well. The Woodbine Bridge was followed by a handful of other cantilevered girders in the 1910s and 1920s, including spans at Correctionville in Woodbury County, at Herrold in Polk County, at Nevada in Story County, at Okoboji and Spirit Lake in Dickinson County and this bridge at Goldfield. In its 1917 annual report, ISHC deemed the cantilevered deck girder design "particularly well adapted for use on deep drainage ditches and streams subject to widening." A cantilevered span could carry more weight than a simply supported girder of the same length. Alternately, a cantilevered girder could span a greater distance, while carrying the same weight as a shorter, simply supported girder. Moreover, the arched profile of ISHC's cantilevered girders was considered more architecturally accomplished than the straight spandrel of simply supported girders.

Construction on the Goldfield Bridge progressed throughout the remainder of 1921 and early 1922, with several warrants being issued to the Iowa Bridge Company. By June 27, 1922, work on both sites was complete; the earlier Goldfield Bridge [now WRIG19] had been moved and re-assembled, and a new three-span, concrete deck girder was complete. The lampposts have been removed at some point since its erection, but little else has changed

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

**National Register of Historic Places  
Continuation Sheet**

Section Number 8 Page 2 Goldfield Bridge Wright County; Iowa

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during the bridge's nearly 70 years of service. It continues to carry vehicular traffic in the town of Goldfield, and maintains a high degree of structural integrity.

The decision to build a cantilevered concrete bridge at Goldfield was evidently made both for engineering and aesthetic reasons. A concrete structure was clearly more durable than a steel truss. And a cantilevered design could withstand greater loads than a simply-supported girder while providing greater clearance underneath. But regard for aesthetics was also a factor in the choice of a cantilevered deck girder design. From a strictly utilitarian standpoint, a simply supported steel stringer span could have been employed at far less cost. The highway commission's engineers, though, apparently believed that the arched concrete structure would be more harmonious in this small-town setting. Like the Woodbine, Correctionville, Herrold, Nevada and Okoboji structures, the Goldfield Bridge gracefully blended aesthetics with functionality. The first two structures have since been demolished, leaving the Goldfield Bridge and the Herrold Bridge - both built in 1921 - as the earliest remaining examples in Iowa of this uncommon concrete girder bridge 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. 005590.

Wright County Bridge Record: page 100 (2 August 1920), page 101 (23 August 1920), pages 104-05 (16 February 1921), page 106 (25 February 1921), page 106 (4 March 1921), page 111 (7 June 1921), page 111 (1 July 1921), located at Wright County Courthouse, Clarion IA.

Wright County Board of Supervisors' Minutes, Book 10: 1 July 1921, 1 August 1921, 4 October 1921, 5 December 1921, and 27 June 1922, located at Wright County Courthouse, Clarion IA.

**Wright County Monitor**, 23 February 1921 and 2 March 1921, available on microfilm at Wright County Public Library, Clarion IA.

Field inspection by Clayton Fraser, 15 June 1990.