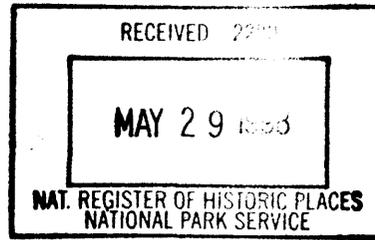


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



775

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 Adair Viaduct

other names/site number _____

2. Location

street & number Business 80 over IAIS Railroad not for publication

city or town Adair vicinity

state Iowa code IA county Adair code 001 zip code 50002

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 Munkin DSHPO 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 A. Beall 6-25-98

5. Classification

Ownership of Property
(Enter as many boxes as apply)

- private
public-local
public-State
public-Federal

Category of Property
(Enter 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 open spandrel arch

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 Adair, the Adair Viaduct spans the IAIS Railroad in an small-town setting that has
changed little since the structure's period of significance. A description of the structure follows:

span number: 1; 2 construction date: 1923
span length: 80.0'; 56.0' construction cost: \$42,263.00 (contract amount)
total length: 192.0' current condition: good
roadway wdt.: 24.0' alterations: none

superstructure: concrete, two-rib open spandrel arch, skewed
substructure: concrete abutments, wingwalls and arch pedestals
floor/decking: concrete deck
other features: two square towers at each end; guardrail: notched concrete; bridge plates (east end)
Federal Bridge Co., Des Moines Iowa 1923, (west end) Erected in 1923 A.D. by the
People of Adair Co, Iowa. Cost 44,000. 1474 cubic yards concrete. 118,000 pounds
reinforcing steel. 3370 lineal feet piling

Other than maintenance-related repairs, the viaduct remains essentially unaltered as it continues to
carry vehicular traffic. The Adair Viaduct today retains a high degree of integrity of location, de-
sign, 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.

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1923

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

Significant Dates

1923 (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: Federal Bridge Company, Des Moines IA

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.)

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	<u>15</u>	<u>363140</u>	<u>4595225</u>	2	<u> </u>	<u> </u>	<u> </u>
	zone	easting	northing		zone	easting	northing

Verbal Boundary Description

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 26 feet by 192 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	<u>Clayton B. Fraser</u>		
organization	<u>Fraserdesign</u>	date	<u>31 August 1994</u>
street & number	<u>1269 Cleveland Avenue</u>	telephone	<u>303-669-7969</u>
city or town	<u>Loveland</u>	state	<u>Colorado</u> zip code <u>80537</u>

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	<u>Iowa Department of Transportation</u>		
street & number	<u>800 Lincoln Way</u>	telephone	<u>515-239-1251</u>
city or town	<u>Ames</u>	state	<u>Iowa</u> zip code <u>50010</u>

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 **Adair Viaduct** Adair County; Iowa

The Rock Island Railroad provided a vital transportation link for Adair, the county seat of Adair County, as it passed through the town. But heavy rail traffic on this trunk line caused problems, sometimes snarling street traffic and creating a dangerous on-grade crossing. In 1908 the county erected an overpass over the railroad near the spot of a celebrated train robbery by Jesse James. Later the intersection of the Great White Way and the Farmers Highway - two early regional routes designated in 1914 and 1916, respectively - the steel structure carried increasingly heavy traffic in the 1910s. By the early 1920s it needed replacement. In 1923 the Iowa State Highway Commission (ISHC) designed an immense concrete viaduct for the crossing. "The structure, a three-span arch bridge, is 192 feet long with a twenty-four-foot clear roadway and a five-foot sidewalk," the commission reported in 1924. "It is of the ribbed open spandrel type of arch. The main span is 80 feet in length and the approach spans are each 56 feet. The approach spans are somewhat unusual for Iowa, being unsymmetrical... The reason for this type of approach span is that the viaduct is located over a deep cut and this type of span fits the typography. The monumental columns on either end and the treatment of the hard [hand] rails leading to the approach spans have been made to harmonize with the landscaping in connection with the city park at the southwest end of the bridge." In May 1923 the Adair County Board of Supervisors awarded a contract to build the Adair Viaduct to the Federal Bridge Company for \$42,263.00. The Des Moines contractors began excavating for the concrete substructure soon thereafter; by June 1924 the bridge was opened ceremoniously to traffic, "with the usual accompaniment of music, speeches, and motion pictures," the highway commission reported. After the hubbub of the dedication ceremony died down, the Adair Viaduct functioned as a regionally important railroad overpass. It remains in use today in essentially unaltered condition.

"Jesse James, notorious train holdup bandit, would hardly recognize the Rock Island crossing [at Adair], should he chance to come upon it today, as the scene of his famous Adair train robbery," the state highway commission reported in June 1924. "Near the top of the steep grade and long curve leading into the town of Adair from the southwest, where this celebrated affair of many years ago took place, there now stands one of the finest examples of railroad crossing danger elimination by separation of grades and a viaduct in the state of Iowa." The Adair Viaduct provided an important entrance to the town from the south. Jesse James notwithstanding, the true significance of this handsomely proportioned structure is technological and aesthetic. Despite an often-stated preference for concrete for highway bridges, ISHC designed steel trusses for its medium- and long-span structures. As a result, most of Iowa's concrete arches feature relatively short spans and filled spandrel configurations. Less than ten open spandrel arches have been identified by the state historic bridge inventory, of which the Adair structure is a distinguished example. The viaduct is also noteworthy for its aesthetic handling. ISHC rarely embellished its bridges with any architectural treatment, eschewing aesthetics for functionality. With its decorative guardrails and flanking towers, the Adair Viaduct thus marks a rare foray for the state agency into bridge aesthetics. As a regionally important crossing, and a well-preserved example of an uncommon structural type in Iowa - and a site for local lore - the Adair Viaduct is both historically and technologically significant among the state's highway spans.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Adair Viaduct Adair County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 000060.

Report of the State Highway Commission, 1923, pages 17, 25.

"Adair Concrete Viaduct Spans Rock Island at Scene of Jesse James Holdup," Iowa State Highway Commission, **Service Bulletin**, 12:4-5-6 (April-June 1924), page 1.

Iowa State Highway Commission, **Weekly Letting Report**, 11:17 (25 April 1923), page 1.

Field inspection by Clayton Fraser and Sheila Bricher-Wade, 21 March 1990.