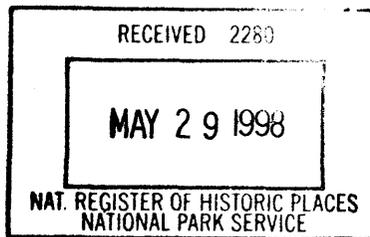


**United States Department of the Interior  
National Park Service**



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**National Register of Historic Places  
Registration Form**

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 Winnebago River Bridge

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

**2. Location**

street & number U.S. Highway 65 over Winnebago River  not for publication

city or town 0.5 mile north of Mason City  vicinity

state Iowa code IA county Cerro Gordo code 033 zip code 50401

**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 Omlorky 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 H. Beall 6-25-98

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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)

- Property is associated with events that have made a significant contribution to the broad patterns of our history.
Property is associated with the lives of persons significant in our past.
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.
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:

- owned by a religious institution or used for religious purposes.
removed from its original location.
a birthplace or grave.
a cemetery.
a reconstructed building, object, or structure.
a commemorative property.
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

1926

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

Significant Dates

1926 (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:

William Henkel; Concrete Engineering Co.

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

Acreeage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

1 15 482920 4782050
zone easting northing

2
zone easting northing

Verbal Boundary Description

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 26 feet by 122 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 Justfication

(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 Robert Hybben, Charlene Roise and Clayton 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 (7 1/2 or 15 minute series) indicating the property's location

A 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 Iowa Department of Transportation

street & number 800 Lincoln Way telephone 515-239-1251

city or town Ames state Iowa zip code 50010

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 **Winnebago River Bridge** Cerro Gordo County; Iowa

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"Design No. 426, Cerro Gordo County, is unique in being the longest monolithic concrete girder in the state," the state highway commission reported in its typical deadpan manner in 1926. "It is 122' long over all but makes use of the cantilever principle, the distance between piers being 70'." Built in 1926, this is actually the second bridge at this crossing just north of Mason City, replacing an earlier 120-foot truss. When ISHC engineers designed the concrete bridge, they employed the original stone masonry abutments, covered with a new concrete sheathing. The replacement structure consisted of three concrete spans - a 70-foot center span cantilevered from shorter anchor spans on both ends - all supported by a concrete substructure. The drawings for the bridge were completed in the spring of 1926; competitive bids for this bridge and four others were solicited by the county in early June. On June 15th, the county received eleven proposals and divided the bridges between two Mason City contractors - C.A. Holvik and William Henkel. Henkel was awarded the construction contract for the cantilever deck girder, a 50-foot pony truss and a steel stringer structure for \$21,920.00. The Concrete Engineering Company was hired to encase the stone abutments. Apparently completed later that year, the Winnebago River Bridge has functioned in place since. The sidewalk that cantilevers from one side may or may not be original, but the bridge superstructure and substructure remain in unaltered condition.

The choice to use a rather esoteric structural type at this crossing was for the 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 Goldfield in Wright County, at Herrold in Polk County and at Nevada in Story County. 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. Finally, although ISHC engineers espoused the advantages of standardized construction, they apparently could not resist the opportunity to experiment occasionally. Built on the substructure of an earlier bridge, the Winnebago River structure allowed ISHC the opportunity to demonstrate the superiority and flexibility of concrete for bridge construction. With a 70-foot center span, the Winnebago River Bridge marks the culmination of this type of construction for ISHC. It is thus the most technologically significant of the state's numerous concrete girder bridges.

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

**National Register of Historic Places  
Continuation Sheet**

Section Number   9   Page   2   Winnebago River Bridge Cerro Gordo County; Iowa

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 019010.

Iowa State Highway Commission, Plan B-28-D-6.

J.H. Wheeler, ed., *History of Cerro Gordo County* (Chicago/New York: Lewis Publishing Company, 1910), vol. 1, page 261; vol. 2, pages 512-13.

Iowa State Highway Commission, *Weekly Letting Report 14:22* (1 June 1926), page 1.

*Report of the State Highway Commission, 1926*, page 15.

Field inspection by Danielle Johnson, 17 July 1991.