

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

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

1. Name

historic McCauley Bridge

and/or common McCauley Bridge

2. Location

street & number .5 miles south of Auburn

not for publication

city, town Auburn

vicinity of

state Kansas

code 20

county Shawnee

code 177

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: None

4. Owner of Property

name Fred Kresie

street & number Fairlawn Heights Nursing Center, 5400 West 7th Street

city, town Topeka

vicinity of

state Kansas

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Shawnee County Courthouse

city, town Topeka

state Kansas

6. Representation in Existing Surveys

Inventory of Historic Bridges
title Kansas Department of Transportation has this property been determined eligible? yes no

date 1980-83 federal state county local

depository for survey records Kansas State Historical Society

city, town Topeka

state Kansas

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The McCauley Bridge once spanned a branch of the Wakarusa river .5 miles south of Auburn just east of present RAS-514. This double reinforced concrete filled spandrel arch is 100 feet long and 16 feet 4 inches wide curb to curb. The deck grade is situated 14 feet above the former river bed. In 1948 plans were approved and subsequent work rerouted traffic away from the bridge and altered the creek channel so that water no longer flowed under the bridge. The bridge is in good condition although several of the balusters are missing from the railing. Due to the fact it is abandoned, preservation possibilities seem good.

The bridge consists of two reinforced concrete arch rings springing from and disposed between two abutments and a pier. Reinforced concrete spandrel walls rise from each side of the arch rings and are used to retain the earthen fill which loads the arches. This earthen fill or "loading" facilitates the even distribution of the live loads and helps to strengthen the arch. The turned balusters of the railings are located on both sides of the floor line. The roadway is cantilevered by the use of brackets over the 8 foot wide arch ring.

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 checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1915

Builder/Architect Daniel B. Luten

Statement of Significance (in one paragraph)

The McCauley Bridge .5 miles south of Auburn, Kansas retains its integrity of location, design, setting, materials, feeling, and association. It embodies the distinctive characteristics of a type and method of construction no longer being used, namely the construction of a roadway supported by a reinforced concrete arch ring which is loaded by earthen fill which, in turn, is retained by reinforced concrete spandrel walls. This particular structure was built by the Topeka Bridge and Iron Company which was the area's agent for the Luten design of reinforced concrete bridges and may yield information important to the history of engineering.

In the spring of 1914 the Shawnee Chief ran several articles pleading for a new bridge over the Wakarusa just south of Auburn. According to an April 10, 1914 Shawnee Chief article, tentative action for such a structure had been taken several times and the commissioners had even advertised for bids, twice in 1914, but they had always shelved the proposition. "Meanwhile," stated the article, "the old, weak condemned structure stands without railings or underpinning, a menace to life and property."

Two weeks later, the old bridge had been closed for repairs in response to which, on April 24, 1914, the Chief wrote, "Thanks, awfully."

By September 3, 1915 the town had finally gotten its way as the Chief was reporting the movement of the Topeka Bridge and Iron Company onto the premises. Work was underway within two weeks but in a Chief article run on September 24, 1915 it was stated that the bridge would be moved 150 feet to the south wasting several hundreds of dollars work of work already done at the original location. Subsequent work went along smoothly and the bridge became the focus of considerable interest. A steady stream of townspeople visited the site. October brought more troubles as the Chief reported on the 8th that the Topeka Bridge and Iron Company was fined for working the crew 10 hours a day. Then on October 22, 1915 another problem was reported. The Wakarusa rose suddenly and overflowed the coffer dam holding up that part of the bridge work for the rest of the day. By December 12, 1915, the pier and abutments were all in place as was the west arch and forms were being built for the east arch. Another delay was reported by the Chief on December 10th when the bridge gang ran 90 yards short of crushed rock. Work soon resumed and by December 17th all that remained were finishing touches when weather called a halt to operations on December 31, 1915. Finally, on January 21, 1916 the Chief was able to report the completion of the bridge. Will Snyder had the fill and grading contract and began work the following week.

Even after completion, the bridge remained controversial. The Chief stated on February 11, 1916 that the county engineer had condemned certain parts of the bridge including part of the wing work and was recommending accepting the structure only after deducting six percent from the contract price.

According to the Shawnee Chief the bridge was in use on March 24, 1916. It was named after the land owner, M. McCauley.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO CHANGE.

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Continuation sheet

Item number 9

Page 1

9. Bibliography

- "News Notes from the Courthouse," The Shawnee Chief, February 13, 1914, p. 1, c. 3.
- "News from Courthouse," The Shawnee Chief, March 20, 1914, p. 1, c. 3.
- "Auburn," The Shawnee Chief, April 10, 1914, p. 3, c. 5.
- "Auburn," The Shawnee Chief, April 24, 1914, p. 3, c. 4.
- "The Old Bridge . . .," The Shawnee Chief, May 15, 1914, p. 3, c. 3.
- "Auburn," The Shawnee Chief, August 20, 1915, p. 3, c. 2.
- "Auburn Dept.," The Shawnee Chief, September 3, 1915, p. 3, c. 3.
- "Auburn Dept.," The Shawnee Chief, September 17, 1915, p. 3, c. 1.
- "Walter Arnold . . .," The Shawnee Chief, September 24, 1915, p. 7, c. 1.
- "The New Bridge . . .," The Shawnee Chief, September 24, 1915, p. 7, c. 2.
- "Auburn Dept.," The Shawnee Chief, September 24, 1915, p. 7, c. 3, 4.
- "Auburn Dept.," The Shawnee Chief, October 1, 1915, p. 7, c. 1.
- "Auburn Dept.," The Shawnee Chief, October 1, 1915, p. 7, c. 2.
- "Auburn Dept.," The Shawnee Chief, October 8, 1915, p. 6, c. 4, 5.
- "Auburn Dept.," The Shawnee Chief, October 22, 1915, p. 6, c. 4, 5.
- "Auburn Dept.," The Shawnee Chief, October 29, 1915, p. 2, c. 2, 3.
- "Auburn Dept.," The Shawnee Chief, November 19, 1915, p. 6, c. 6.
- "Auburn Dept.," The Shawnee Chief, November 26, 1915, p. 6, c. 3.
- "Auburn Dept.," The Shawnee Chief, December 3, 1915, p. 6, c. 1.
- "Auburn Dept.," The Shawnee Chief, December 10, 1915, p. 6, c. 1, 4.
- "Auburn Dept.," The Shawnee Chief, December 17, 1915, p. 6, c. 4.
- "Auburn Dept.," The Shawnee Chief, December 24, 1915, p. 6, c. 1.
- "Auburn Dept.," The Shawnee Chief, December 31, 1915, p. 6, c. 1.
- "Auburn Dept.," The Shawnee Chief, January 1, 1916, p. 6, c. 4.
- "Auburn Dept.," The Shawnee Chief, January 21, 1916, p. 6, c. 1, 2.
- "Auburn Dept.," The Shawnee Chief, January 28, 1916, p. 6, c. 2.
- "Auburn Dept.," The Shawnee Chief, February 11, 1916, p. 6, c. 3.
- "Auburn," The Shawnee Chief, March 24, 1916, p. 8, c. 3.
- Shawnee County Commission Journal, Volume 0, November 14, 1913 - March 19, 1914, pages 302-324, located at Shawnee County Courthouse, Topeka, Kansas.
- Shawnee County Commission Journal, Volume P, August 16, 1915 - January 14, 1916, pages 108-138, located at Shawnee County Courthouse, Topeka, Kansas.
- Plans and files. Design Department, Kansas Department of Transportation, Topeka, Kansas, Microfilm Roll #218, frame 113+.

9. Major Bibliographical References

See continuation sheet, item #9.

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Auburn, Kans.

Quadrangle scale 1:24,000

UTM References

A

1	5	2	5	5	8	8	0	4	3	0	8	9	0	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

That property on and over which the bridge is built .5 miles south of Auburn, Kansas, S25, T13S, R14E. Includes bridge superstructure plus supporting piers and abutments.

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

state N/A code county code

state code county code

11. Form Prepared By

name/title Larry Jochims, Research Historian and Michael Snell

organization Kansas State Historical Society date

street & number 10th and Jackson Streets telephone (913) 296-2973

city or town Topeka state Kansas

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 date

For NPS use only

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

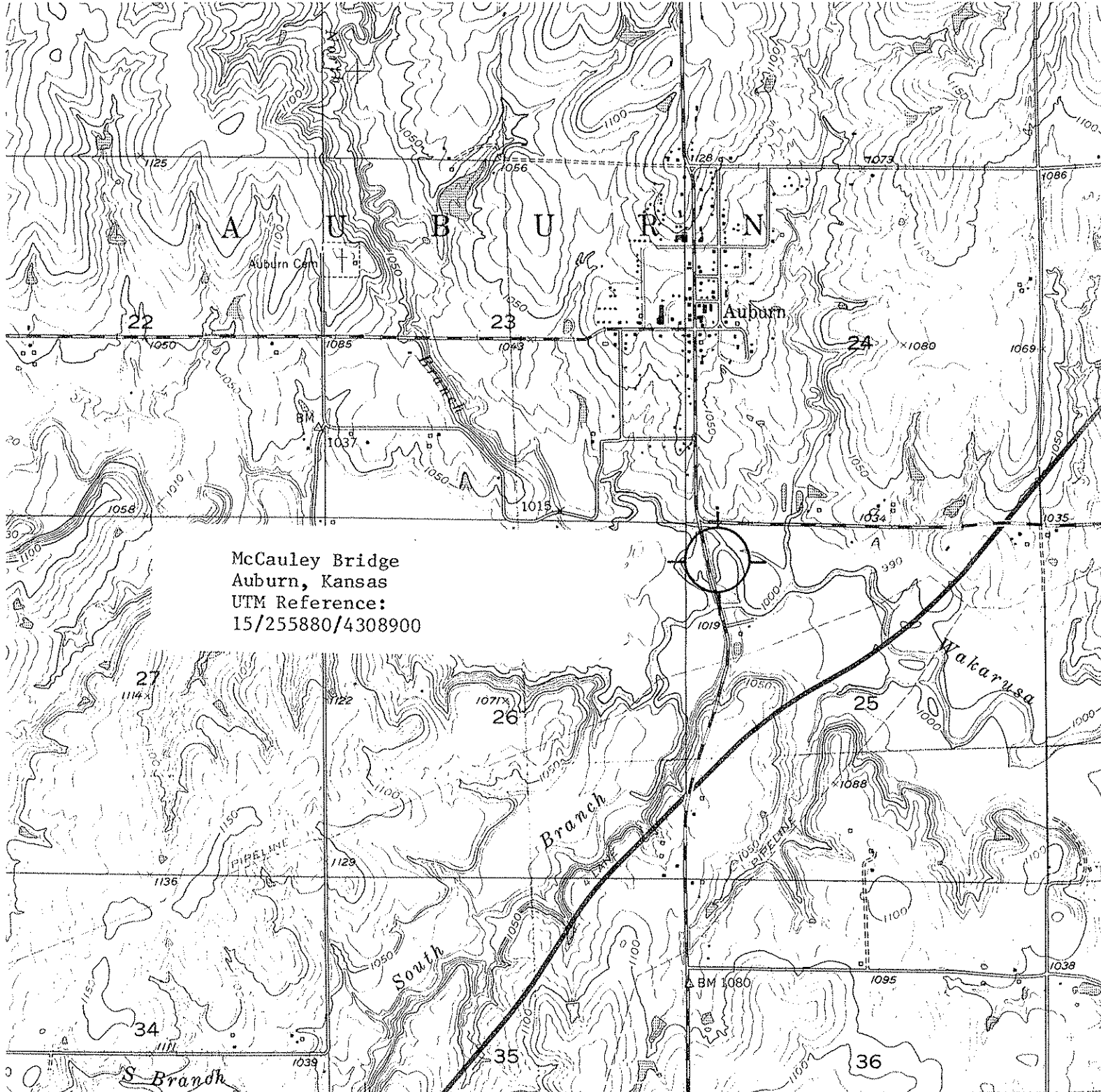
date

Keeper of the National Register

Attest:

date

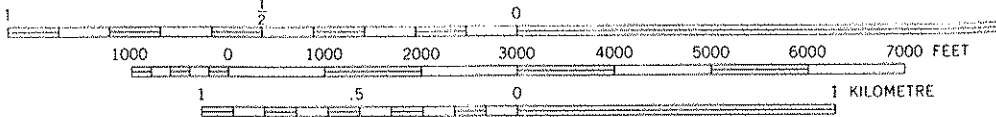
Chief of Registration



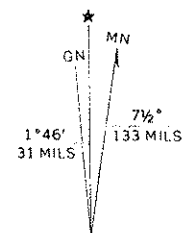
McCauley Bridge
 Auburn, Kansas
 UTM Reference:
 15/255880/4308900

T 253 254 50' 19 MI TO U.S. 56 (BURLINGAME) WICHITA INTERCHANGE NO. 3 1/2 MI 6861 IV SE R. 14 E. R. 15 E

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1975 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22095 AND STATE GEOLOGICAL SURVEY, LAWRENCE, KANSAS 66044 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST