

D.C. 3/28/94

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determination for individual properties and districts. See instruction 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 Hazen Bridge

other names/site number Newcomb Bridge

2. Location

street & number Newcomb Township Road 85, spanning Sangamon River [NA] not for publication

city or town Mahomet [X] vicinity

state Illinois code IL county Champaign code 019 zip code 61853

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 [].)

William C. Wheeler / SHPO 3-25-94
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
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:

Signature of the Keeper Date

- 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
See continuation sheet [].

Hazen Bridge
Name of Property

Champaign, IL
County/State Champaign, IL

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 count previously listed resources.)

Contributing	Noncontributing
<u>0</u>	<u>0</u>
buildings	
<u>0</u>	<u>0</u>
sites	
<u>1</u>	<u>0</u>
structures	
<u>0</u>	<u>0</u>
objects	
<u>1</u>	<u>0</u>
Total	

Name of related multiple property listing.

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Pratt through truss

Materials

(Enter categories from instructions)

foundation Stone

walls N/A

roof N/A

other Metal

Concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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 one or more continuation sheets.)

9. Major Bibliographic 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

= IL-107

Areas of Significance

(Enter categories from instructions)

Engineering

Periods of Significance

1893

Significant Dates

1893

Significant Person(s)

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Seevers Manufacturing Company/Builder

Primary location of additional data:

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government

University

Other:

Name of repository:

Pres. & Cons. Assoc., Champaign

Name of Property

County/State

10. Geographical Data

Acreeage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

A. Zone	16	382330	4456490	B. Zone	Easting	Northing
C. Zone	Easting	Northing	D. Zone	Easting	Northing	

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Karen Lang Kummer, Architectural Historian
organization Preservation and Conservation Association date December 1993
street & number P.O. 2555, Station A telephone (217) 328-7222
city or town Champaign state IL zip code 61825

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 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 Town of Newcomb Road District
street & number 355 County Road North 2700 Road telephone 217/897-1167
city or town Mahomet state Illinois zip code 61853

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.

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Hazen Bridge, Champaign County, Illinois
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Narrative Description

The Hazen Bridge is located in Champaign County in the east central area of the state. The bridge crosses the Sangamon River near the western edge of the county, four miles north of the Village of Mahomet in an area characterized by low rolling terrain and meandering, slow-moving streams. The banks of the river are forested, predominately by hickory trees which provide habitat for the endangered Indiana bat. Wild flowers, including blue bells, dominate the surrounding landscape in the spring and the river bottom is home to the endangered *Venustaconcha ellipsiformis*. Beyond the bridge, the land use may be characterized by agricultural fields and low-density residential enclaves. Although the pin connected Pratt through truss vehicular bridge is fairly common in other areas of the state, the Hazen Bridge has cast iron or steel column bents which support the east and west approach spans. These column bents are unique and may be the only known example of such a support structure in the state. The nomination consists of one contributing structure.

The Hazen Bridge connects two sections of Newcomb Township Road 85 (section road 2600 north) interrupted by the Sangamon River. The bridge and its approaches veer off from the road's east-west orientation to jog northeast-southwest; a short segment of the Township Road connects the east approach span with the road's true easterly orientation. (Photo 1) The bridge was documented for the Historic American Engineering Record (HAER) in the summer of 1993.¹ The following technical description of the bridge is paraphrased from the HAER documentation.

General Description

The Hazen Bridge has sixteen spans. The main span is a metal Pratt through truss, 120 feet in length with six panels, including full panel inclined end posts and diagonal bracing of classic Pratt design. Truss proportions of the Hazen Bridge appear fundamentally sound; built-up members are generally lightweight but show good workmanship. The wood plank road deck is 13 feet, 7 inches wide with a roadway track three planks in width transversing the bridge and approach spans. The sides of the approaches have galvanized steel cable railings supported by metal stanchions; the bridge has two channel railings on each side. Limestone abutments with wing walls anchor the east and west approach spans, while the bridge is supported at each end by sheet metal caissons. Unusual cruciform shaped metal bents carry the approach spans over the flood plain. The bridge has no ornamentation; its date plaque was removed at some unknown time.²

Superstructure

The bridge's superstructure consists of one main span, a Pratt through truss, with six twenty-foot panels. (Photo 2) Center to center distance of the trusses is fifteen feet. The height between the upper and lower chord centers is twenty feet and the clear height above the roadway at the portal is approximately fourteen feet. The clear roadway width is thirteen feet, seven inches; the two 4-inch "C" channel railings on each side may be later replacements. The truss members are symmetrical about the center post.

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The upper chords and end posts consist of built-up members: two 8 inch by 2 foot 1/8 inch channels with 12 inch by 1/4 inch, full length top cover plates with rivets (cone heads) on 6 inch centers. The batten plates on the bottom chords are 9 inches by 1/4 inch. The lower chords are either two bars, 1-1/4 inch square or 1-1/2 inch square, with loop ends. There are three types of diagonals: two bars, 1-1/4 inch with loop ends; two bars, 1 inch square with loop ends; and one counter rod, 1/2 inch round, with loop ends. Two types of vertical posts are found on the bridge: two bars, 7/8 inch square, with forged pin plates; or built-up posts consisting of two 5 inch by 1-3/4 inch channels, toes out, 7-7/8 inch back to back, and 1-1/2 inch by 1/4 inch single lacing on each side at 13 inch alternate centers. (Photo 3)

The bridge's floor beams are rolled beams (15-1/8 inch by 5-1/8 inch by 3/8 inch web) with U-hangers (1-1/4 inch square rods bent around pin with upset threads and bottom support plates). There are seven stringers composed of 7 inch by 4 inch I-beams with bottom lateral cross-bracing. This cross-bracing is of two types: 1-1/4 inch round rods with loop ends pinned to abutment bearings, or 7/8 inch round rods. All other rod ends are bolted through cast bevel sockets attached to the ends of floor beams. The flooring is 3 inch by 10 inch wood planks at 1 foot transverse; each roadway track is 32 inches wide (made from three 2 x 10 inch planks with spacing).

The top struts are light beams, 5 inch or 6 inches deep mounted on top of the upper chords with light angle knee bracing at 45 degrees to approximate the quarter point of the struts. Each panel has top lateral cross bracing of 3/4 inch rods (approximate) with turnbuckles. Between the tops of each end post is portal bracing: light lattice web assemblies about 2 feet deep with two angle flanges (perhaps 2 inches by 2 inches); below are 3/4 inch round rods with turnbuckles crossed in a gap about five feet deep. Portal bracing assemblies are unique and functional, but portal to end post connections are weak. Lightweight upper transverse struts (small beams mounted on the top chord with minuscule diagonal bracing angles to the vertical posts) indicate a lack of sophistication often typical of bridges built before 1900. At the lower edge is a lightweight horizontal sway strut, perhaps a 4-inch deep beam, framed into channel webs of the sloping end posts.

The west truss bearings are fixed, consisting of a pin connection, bent plate brackets and a 12-1/2 inch by 14 inch by 1-1/4 inch base plate bolted to the caisson top plate with two anchor bolts. The east truss bearings have a 5/8-inch upper plate, a thin plate and a 2-1/2 inch bearing plate guided with "Z" plates fastened to the lower plate. Several restraining bolts are missing.

There are two sixteen feet long multibeam spans (for a total of thirty-two feet) comprising the east approach with two 6 inch by 2 inch channels and five 6 inch by 3-1/2 inch light WF beams.³ The west approach is composed of thirteen multibeam spans, each 15 feet, 11 inches for a total approach span length of 206 feet, 11 inches. (Photo 4) The stringers are identical to the those of the east approach. Railings on both approaches consist of two rows of three-quarter inch galvanized braided steel cable set at 18 and 36 inches from the decking; the braiding consists of three 3/8-inch intertwined braids, of which each braid is

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made up of seven strands of 1/10-inch thick galvanized wire. The railings are carried by stanchions which are fastened to the outer channel stringers and set every eight feet.

Substructure

The abutments are ashlar masonry, occasionally random coursed limestone about 19 feet long and approximately 10 feet above ground with capstones. The wingwalls are 15 feet long, basically parallel to the roadway, but flared. The east abutment wings are masonry, while the west abutment wings have been replaced with concrete. (Photo 5)

Each end of the main span support consists of two sheet metal caissons, 36 inches in diameter. A 2 inch by 2 inch by 1/4 inch angle is bolted around the top circumference and a top cover plate is attached with ten round bolts through the outstanding angle leg. The caissons are connected with upper and lower 12 inch I-beams and the cross bracing consisting of 1 inch round bars with loop ends.

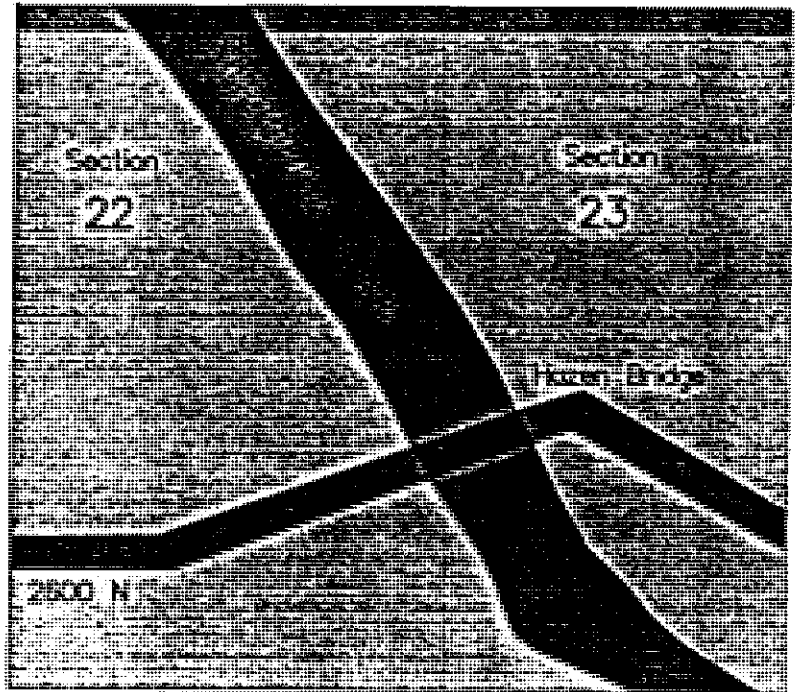
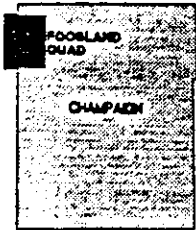
The pier bents supporting the east and west approach spans over the Sangamon River overflow area are the unique feature of this bridge. (Photo 6) The east approach is thirty-two feet long with one bent; however, the west approach has eleven pier bents supporting a total approach length of almost 207 feet. Each bent consists of three cast iron or steel columns spaced at 6 feet, 6-1/2 inch on center, connected by diagonal bracing in each panel. The columns are about 11 feet high and cruciform in cross section, measuring 8 inches overall on each axis, with the legs tapering to 1/2 inch at the ends. In a few locations, where lower ends of the columns are above ground, the columns are supported in the bell end of a lower pile of similar cruciform sections. At each end of the columns are two cast tubes, twelve inches long, one on each side of the column axis, sloped to the angle of the 3/4 inch round rod diagonal cross bracing between the columns. Bracing rods are held with a single square nut. Horizontal steel T-struts connect the tops and bottoms of the columns. Integral rectangular plates (6 by 10 inches) at the column tops support the transverse floor beams. Stringers supporting the timber deck bear on the floor beams. Each column appears to be supported by a single cast pile of unknown length, having a cruciform cross section and a bell socket at the upper end.

The bridge has received satisfactory maintenance during its century of existence. Members are sound, eyebars and counters are snug and the pin connections are assumed to be functioning. The railing on the truss has been impacted and bent numerous times but all connections are tight. The bridge is currently posted for a three ton load limit. Structural integrity is intact.

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Locational Map



Approx. Location 120' N, 360' E of the
SW/C of Sec. 23 - T21N - R7E

Scale 1: 2,400



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Narrative Statement of Significance

Summary

The Hazen Bridge is eligible to the National Register of Historic Places under Criterion C, in the area of significance of engineering, embodying the distinctive characteristics of the Pratt through truss bridge type with the addition of approach spans. The bridge is one of only three metal truss bridges remaining in Champaign County and is the only one with approach spans over a river's overflow area.

Located on the western edge of Champaign County, the Hazen Bridge crosses the Sangamon River four miles north of the present Village of Mahomet. The area is known locally as the Grand Prairie and is distinguished by low rolling topography and slow-moving, wandering rivers with wide overflow areas. During periods of high water, often in the spring, early settlers of the area recalled that fords crossing the Sangamon bottoms were often impassable to a traveler on horseback. After a heavy rain in May 1914, the Sangamon rose eight feet in nine hours.⁴

The nearest trading center in the area was Middletown, located halfway between the larger towns of Danville and Blooming Grove (Bloomington). Middletown was established by 1826 along the principal east-west wagon road connecting the two larger communities and along the west bank of the Sangamon River at a ford four miles south of the Hazen Bridge site. Middletown's name was changed to Mahomet in the 1860s.⁵ The County Commissioners licensed a ferry on the Sangamon River in 1836 and the first county bridge was erected in the 1850s. However, people continued to ford the river since it supplied a ready means of tightening wagon wheel connections by soaking them.⁶

Several well-defined fords across the Sangamon River were within Newcomb Township including Newcomb Ford, Thrasher Ford, Shaffer Ford, Blacker Ford and the Hannah-Tucker Ford. The Hazen Bridge was built at the site of White Ford and provided access to both Mahomet and a smaller community, Shiloh Church, to the north. This bridge was the only river crossing between Mahomet and the bridge at Newcomb Ford, nearly two miles to the north, according to the 1893 Plat Book of Champaign County.⁷

Historically, the bridge takes its name from the predominate landholders to the west of the bridge. Horace Hazen arrived in Champaign County in 1876, from Vermont via Woodford County, where he purchased 340 acres north of Mahomet. His object in moving was to obtain enough land for his sons Fred, Pearl and Mark.⁸ The 1893 Plat Book shows extensive acreage owned by Horace, Fred, Pearl and Mark Hazen to the immediate west of the area where the bridge was erected. In 1917, two Hazen families owned and tended 470 acres at the west end of the bridge. The Pearl Hazen family residence was nearest the bridge site; it is no longer extant.⁹

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Engineering

Many different truss types were developed in the nineteenth century, especially during the last half of the century. The principle of the truss uses

short pieces of material configured in triangles to create a beam which could span longer distances than was possible with post and beam construction. . . The structural triangle required only that its members resist forces in tension and compression and not that the vertices or joints resist rotation. By contrast, the joints of a rectangle had to resist rotation as well or deform to the shape of a parallelogram. The advantages of the triangular configuration then were simplified joint construction and members in tension or compression only. Thus, the truss was a very simple configuration to design and build.¹⁰

The Pratt truss and the British-developed Warren truss demonstrated their versatility, durability and economic desirability to such an extent that most metal trusses in American still extant are a variation of one of these two forms.¹¹

In 1844 Caleb and Thomas W. Pratt invented and patented the basic Pratt truss which is distinguished by having the vertical web members in compression and the inclined diagonals in tension.¹² Visually, the compression members are thick posts while the tension members are thin diagonals.¹³ The Pratt truss was not used often for wooden bridges, but later became the prevailing choice for trusses of iron and steel.¹⁴ "The Pratt truss is the type most commonly used in America for spans under two hundred and fifty (250) feet in length. Its advantages are simplicity, economy of metal, and suitability for connecting to the floor and lateral systems."¹⁵

There are three basic types of bridge trusses: through, pony, and deck. A through truss carries its traffic loads on its bottom chords. A through truss with no lateral bracing between its top chords is a pony truss, and a deck truss carries its traffic loads on the top chords. The most common type of early twentieth century truss bridge is a pin-connected through Pratt.¹⁶

The developing transportation system of post Civil War America required not only better bridges, but affordable ones. The use of iron in truss bridges created a new technology and industry. Metal bridges could be manufactured with repetitive designs under shop conditions and with quality control. The unassembled bridge could be easily shipped to the bridge site and erected by unskilled local labor with minimal equipment. This ease of dispersement promoted the popularity of the metal truss bridge and led to a large number of local and regional bridge companies.¹⁷ Most bridge design and fabrication was carried out by small independent bridge companies in the latter half of the nineteenth century, when several hundred companies existed. These companies promoted their products through drummers and illustrated catalogs to often inexperienced county road commissioners. To the manufacturers credit, however, the

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majority of the bridges lasted for many years and carried loads larger than the ten-ton steam tractor limit often used as design loads.¹⁸

A joint meeting of the Champaign County Commissioners of Highways and the County Bridge Committee met on June 14, 1893 to discuss a bridge at White Ford. Commissioner Robert Wright moved,

to Build a Bridge commencing on the east side with stone Abutments 10 or 11 ft High then a short Span of 18 feet trestle [sic] work resting one end on the masonry [sic] and the other on cylinders [sic] then the main Span of 120 feet resting on cylinders then a trestle [sic] work commencing on cylinders at the east end running West 215 ft and resting on a six foot masonry with iron piers 18 ft high cylinders under main span 23 feet High Roadway 14 ft High Truss Tubes 3 ft in Diameter Wooden stringers on Trestle 3 x 12. 16 feet spans after getting correct measure of West Trestle 208 ft or 13 spans of 16 ft each.¹⁹

On June 27, 1893, the Commissioners met and selected the second lowest bidder, "Seever's [sic] Manufactory Co., Oskaloosa [sic] Ia" at a bid of \$4985.00. Another meeting was held on July 8 at the bridge site to work out some design details resulting in changes to the east abutment and adding another span to the east approach for a total east length of 34 feet.²⁰

The Seever's Manufacturing Company of Oskaloosa, Iowa was established in 1867 by Thomas H. Seever's. A native of Oskaloosa, Seever's bought an old foundry and quickly developed an extensive business; the 1882 City Directory lists Thomas Seever's as a manufacturer of portable and stationary [sic] engines and a builder of iron and combination bridges. The Illustrated 1896 Souvenir Book of Oskaloosa has an illustration of his large manufacturing facility and also shows a double Pratt through truss as part of this advertisement. The booklet also states that "the building of iron and steel bridges forms the principal part of this concern's business and during its career it has gained a reputation second to none for reliable work in this line."²¹ Building boilers and steam and hot water heating apparatus was also an important part of the company's work.²² The Directory of American Bridge Building Companies lists the Seever's Manufacturing Company in 1899 and 1901, but no record of tonnage output is available.²³

The Hazen Bridge is a good representative of a Pratt through truss bridge. Its most unusual feature, however, is the west approach which is comprised of eleven pier bents supporting spans over the Sangamon River overflow area; an identical pier bent supports the much shorter east approach. According to the Historic American Engineering Record,

the three columns comprising each bent are cast iron or steel, cruciform in cross section, and about eleven feet high. In a few locations, where lower ends of the columns are above ground, the columns are supported in the bell end of a lower pile of similar cruciform section. Integral rectangular plates at the column tops support transverse floor beams. At each end of the columns

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are two cast tubes, twelve inches long, one on each side of the column axis, sloped to the angle of the diagonal cross bracing rods.²⁴

According to John Nolan, retired Illinois Department of Transportation engineer of inventory and rating, the west and east approach spans' cast iron or steel column bents are unique, the only known example in the state of Illinois. The use of bridge approach spans is unusual as most bridges were built above the high water level with roads on each side. At the White Ford, however, it appears that it was more economical to build such approach spans than to use fill over the wide overflow area. Such an open construction also allowed the flood water to pass through and not back up. In addition, the Sangamon River is a very sluggish stream with wide overflows, many sink holes, and secondary drainage systems; therefore it appears that such approaches were the most economical answer to the geographical situation.²⁵

The Hazen Bridge retains a high degree of integrity, and ranks favorably in a county-wide context. As historic bridges are typically being replaced by wider modern concrete bridges, the county's historic bridges are becoming outmoded for modern traffic loads and agricultural equipment requirements in Champaign County. Two other metal truss bridges exist in the county, but have been closed to traffic for many years; neither has approach spans.

A modern bridge is currently being constructed to the south of the historic Hazen Bridge. Upon the new bridge's completion, the Preservation and Conservation Association will have ownership of the vacated historic bridge. The Association plans to work with the Champaign County Forest Preserve District and the Champaign County Development Corporation to use the historic bridge as part of a hiking and canoeing trail system.

Endnotes

1. John B. Nolan, "Hazen Bridge (Newcomb Bridge), HAER No. IL-107," manuscript on file, Washington, D.C.: Historic American Engineering Record, 1993.
2. According to Richard "Whoop" Dean, Newcomb Township Road Commissioner, the bridge date plaque has been missing for at least fifteen years. His recollection is that it contained the date of the bridge, 1893, and possibly the name of the manufacturing company.
3. The HAER report states that there is only one thirty-two foot, multibeam east approach span, but, in fact, the approach is comprised of two, sixteen foot multibeam spans.
4. Isabelle S. Purnell, Mahomet Methodist Church Centennial, 1955 (Mahomet: M.S.S. Print, 1955), 39.

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5. "Welcome to Mahomet" pamphlet, (Mahomet: Mahomet American Business Club, 1962-63), n.p. There is some discrepancy over exactly when the name was changed; some historians date the change to the 1840s. See Isabelle S. Purnell, Mahomet Methodist Church Centennial, 1955.
6. Purnell, 40.
7. Plat Book of Champaign County, (Chicago: George A. Ogel, 1893) in Combined 1893, 1913, 1929 Atlases of Champaign County, Illinois, second edition, Fred Schlipf ed. (Urbana: Champaign County Historical Archives, 1984).
8. J.O. Cunningham, The History of Champaign County, Illinois, reprint of 1905 edition, (Urbana: Champaign County Historical Archives, 1984), 945.
9. HAER, 2.
10. Barbara Wyatt, ed. "Wisconsin Cultural Resources Management Plan, Vol. 2 (Madison: State Historical Society of Wisconsin, 1986), 12-2.
11. T. Allen Comp and Donald Jackson, "Bridge Truss Types: A Guide to Dating and Identifying," American Association for State and Local History, Technical Leaflet 95, History News 32 (1977), 3 and 8.
12. Henry Grattan Tyrell, History of Bridge Engineering, (Chicago: G.B. Williams Co., 1911), 142.
13. Comp, 3.
14. Tyrell, 142.
15. J.A.L. Waddell, Bridge Engineering, Vol. 1 (New York: John Wiley and Sons, 1925), 468.
16. Comp, 3.
17. Wyatt, 12-3.
18. HAER, 3.
19. Champaign County Commissioners of Highways, Minutes of Meetings, 14 June 1893, 79.
20. Ibid., 81-82.
21. Illustrated 1896 Souvenir Book, Oskaloosa Makaska Co., (n.p.: 1896), n.p.

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22. Ibid.

23. HAER, 5.

24. HAER, 4.

25. Interview with John Nolan, retired engineer of inventory and rating, Illinois Department of Transportation, 21 December 1993.

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American Association for State and Local History, Technical Leaflet 95, History News 32(5), 1977.

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County Historical Archives, 1984.

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Mahomet published in the Mahomet Sucker State beginning with June 22, 1944," compiled by E.W.
Morrison. undated, typewritten manuscript in the Champaign County Historical Archives collection.

Illustrated Souvenir Book, Oskaloosa Makaska County, Iowa (n.p.: n.p.), 1896.

Merriman, Mansfield and Henry S. Jacoby. A Text-Book on Roofs and Bridges, Part I: Stresses in
Simple Trusses. Sixth Edition. New York: John Wiley and Sons, Inc., 1926.

Morrison, E.W. "1,000 facts about Mahomet published in the Mahomet Sucker State beginning with June
22, 1944," as contained in the typewritten manuscript by Clayton F. Daugherty, "Facts Pertaining to
the History of Mahomet," in the collection of the Champaign County Historical Archives, Urbana Free
Library, Urbana, Illinois.

Nolan, John B. "Hazen Bridge (Newcomb Bridge), HAER No. IL-107," manuscript on file, Washington,
D.C.: Historic American Engineering Record, 1993.

Nolan, John B. retired Illinois Department of Transportation engineer of inventory and rating, telephone
interview, December 21, 1993.

Oskaloosa City Directories, 1882-1883, 1896-97, 1921-22.

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Verbal Boundary Description

The north and south boundary lines begin at the point at which the west approach roadway touches the land, extends east to include only the land on which the bridge stands, including abutments and wingwalls, and ends at the point where the east approach touches land. The east and west boundaries follow the line of the bridge structure and approaches encompassing their supports and railings as well as the wooden roadbed and wingwall extensions. See also Locational Map.

Boundary Justification

The boundary includes only that portion of land which directly relates to the Hazen Bridge (its structural members and its approaches) including the limestone abutments and wing walls.

RECEIVED



United States Department of the Interior

NATIONAL PARK SERVICE
P.O. BOX 37127
WASHINGTON, D.C. 20013-7127



IN REPLY REFER TO:

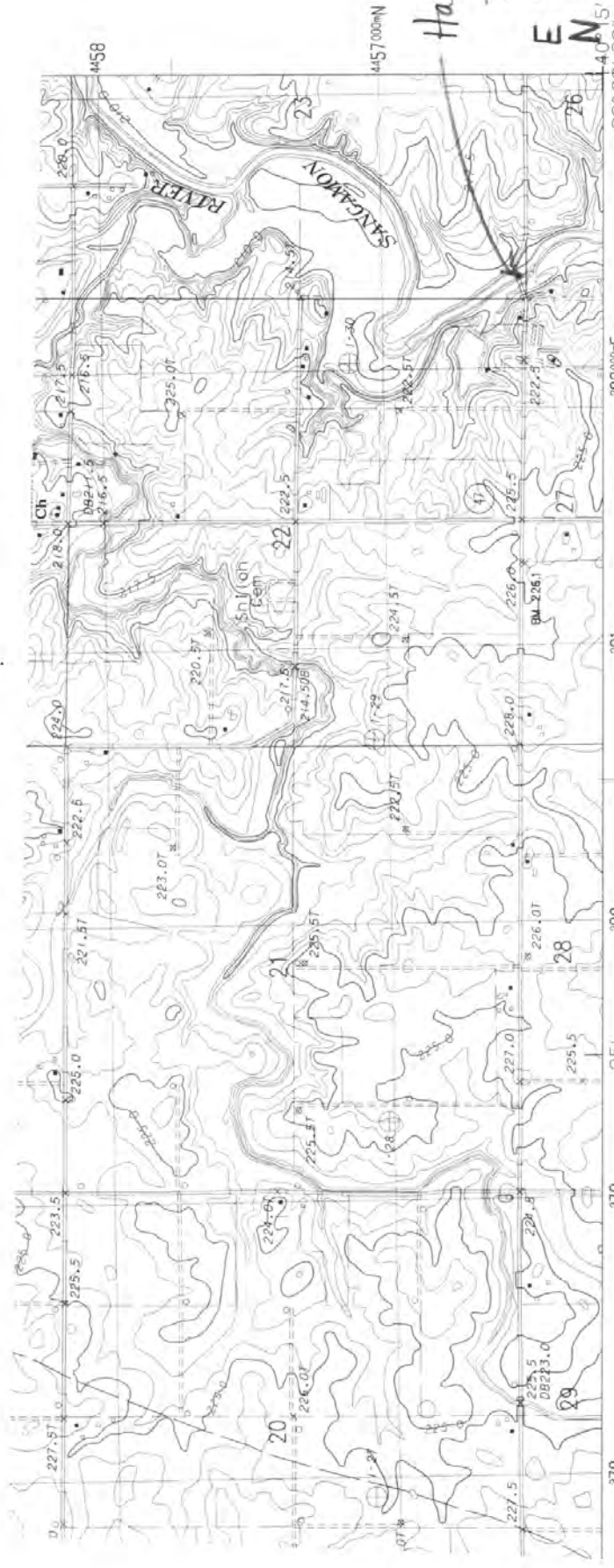
The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places. For further information call 202/343-9542.

MAY 13 1994

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 5/02/94 THROUGH 5/06/94

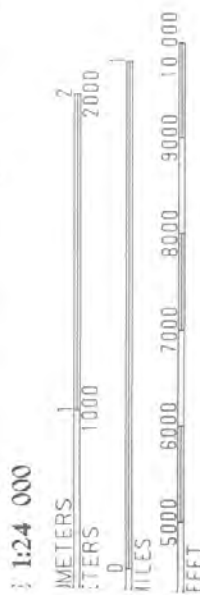
KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number NPL Status, Action, Date, Multiple Name

- ARIZONA, COCONINO COUNTY, Eldredge, Dean, Museum, 3404 E. US 66, Flagstaff, 94000396, NOMINATION, 5/03/94
- ARIZONA, PIMA COUNTY, Dos Lomitas Ranch, Organ Pipe NM, Ajo vicinity, 94000426, NOMINATION, 5/06/94
- ARIZONA, PIMA COUNTY, Mitot Mo'co--Montezuma's Head and 'Oks Daha--Old Woman Sitting, Organ Pipe NM, Ajo vicinity, 94000399, NOMINATION, 5/02/94
- CALIFORNIA, LOS ANGELES COUNTY, Ebell of Los Angeles, 743 S. Lucerne Blvd., Los Angeles, 94000401, NOMINATION, 5/06/94
- CALIFORNIA, SAN MATEO COUNTY, New Sequoia Theater Building, 2211--2235 Broadway, Redwood City, 94000431, NOMINATION, 5/05/94
- CALIFORNIA, TUOLUMNE COUNTY, Groveland Hotel, 18767 Main St. (CA 120), Groveland, 94000428, NOMINATION, 5/06/94
- COLORADO, MESA COUNTY, Devils Kitchen Picnic Shelter, Colorado National Monument, Grand Junction vicinity, 94000309, NOMINATION, 4/21/94 (Colorado National Monument MPS)
- COLORADO, MESA COUNTY, Rim Rock Drive Historic District, Colorado National Monument, Grand Junction vicinity, 94000310, NOMINATION, 4/21/94 (Colorado National Monument MPS)
- COLORADO, MESA COUNTY, Saddlehorn Caretaker's House and Garage, Colorado National Monument, Grand Junction vicinity, 94000306, NOMINATION, 4/21/94 (Colorado National Monument MPS)
- COLORADO, MESA COUNTY, Saddlehorn Comfort Station, Colorado National Monument, Grand Junction vicinity, 94000305, NOMINATION, 4/21/94 (Colorado National Monument MPS)
- COLORADO, MESA COUNTY, Saddlehorn Utility Area Historic District, Colorado National Monument, Grand Junction vicinity, 94000308, NOMINATION, 4/21/94 (Colorado National Monument MPS)
- COLORADO, MESA COUNTY, Serpents Trail, Colorado National Monument, Grand Junction vicinity, 94000307, NOMINATION, 4/21/94 (Colorado National Monument MPS)
- CONNECTICUT, TOLLAND COUNTY, Loomis--Pomeroy House, 1747 Boston Tpk., Coventry, 94000370, NOMINATION, 4/26/94
- FLORIDA, PINELLAS COUNTY, Old Belleair Town Hall, 903 Ponce de Leon Blvd., Belleair, 94000421, NOMINATION, 5/06/94
- GEORGIA, BARROW COUNTY, Downtown Winder Historic District (Boundary Increase), Roughly bounded by Broad, Jackson, Candler and Athens Sts., Winder, 94000412, BOUNDARY INCREASE, 5/06/94
- GEORGIA, FULTON COUNTY, King, Martin Luther, Jr., National Historic Site and Preservation District, Roughly bounded by Courtland, Randolph, Chamberlain Sts. and Irwin Ave., Atlanta, 80000435, CONFIRMATION, 5/04/94
- GEORGIA, OCONEE COUNTY, Elder's Mill Covered Bridge and Elder Mill, 4/5 mi. S of jct. of Elder Mill Rd. and GA 15, Watkinsville vicinity, 94000389, NOMINATION, 5/05/94
- ILLINOIS, SANGAMON COUNTY, Hazen Bridge, Newcom Twp. Rd. 85 across the Sangamon R., Monmouth vicinity, 94000433, NOMINATION, 5/06/94
- ILLINOIS, FULTON COUNTY, Parlin Library, 210 E. Chestnut St., Canton, 94000434, NOMINATION, 5/06/94
- ILLINOIS, ROCK ISLAND COUNTY, Chippiannock Cemetery, 2901 Twelfth St., Rock Island, 94000437, NOMINATION, 5/06/94
- ILLINOIS, SANGAMON COUNTY, Keys, Alvin S., House, 1600 Park Dr., Springfield, 94000432, NOMINATION, 5/06/94
- ILLINOIS, ST. CLAIR COUNTY, Rutter Store, 7346 IL 15, St. Libory, 94000436, NOMINATION, 5/06/94
- KANSAS, ELK COUNTY, Elk Falls Pratt Truss Bridge, Off Montgomery St., across the Elk R., Elk Falls vicinity, 94000403, NOMINATION, 5/06/94 (Metal Truss Bridges Kansas MPS)
- KANSAS, KINGMAN COUNTY, Doney--Clark House, 817 W. Sherman St., Kingman, 94000409, NOMINATION, 5/06/94
- KANSAS, RENO COUNTY, Wolcott, Frank D., House, 100 W. 20th Ave., Hutchinson, 94000408, NOMINATION, 5/06/94
- MISSOURI, GRUNDY COUNTY, WPA Stock Barn and Pavilion, Oklahoma St. at Eastside Park, Trenton, 94000314, NOMINATION, 4/25/94
- MISSOURI, JACKSON COUNTY, Liquid Carbonic Company Building, 2000 Baltimore St., Kansas City, 94000365, NOMINATION, 4/29/94
- MISSOURI, JACKSON COUNTY, Townley Metal & Hardware Company Building, 200--210 Walnut St., Kansas City, 94000286, NOMINATION, 4/14/94
- NEW MEXICO, BERNALILLO COUNTY, Nob Hill Business District, 3500 Central Ave. SE, Albuquerque, 84004143, NOMINATION, 3/18/94
- NORTH CAROLINA, PASQUOTANK COUNTY, Episcopal Cemetery, 505 E. Ehringhaus St., Elizabeth City, 94000386, NOMINATION, 4/21/94 (Elizabeth City MPS)
- TENNESSEE, SHELBY COUNTY, Lee, Lt. George W., House, 563 Stephens Pl., Memphis, 94000372, NOMINATION, 5/02/94
- UTAH, GRAND COUNTY, Dalton Wells CCC Camp--Moab Relocation Center, US 191, approximately 13 mi. N of Moab, Moab vicinity, 94000366, NOMINATION, 5/02/94
- VERMONT, CALEDONIA COUNTY, Benoit Apartment House--74 Pearl Street, 74 Pearl St., St. Johnsbury, 94000378, NOMINATION, 5/06/94 (St. Johnsbury MPS)
- VERMONT, CALEDONIA COUNTY, Benoit Apartment House--76 Pearl Street, 76 Pearl St., St. Johnsbury, 94000379, NOMINATION, 5/06/94 (St. Johnsbury MPS)



Hazen Bridge
Zone 16
E 382330
N 4456490

INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA-1985



SCALE 1:24 000
 INTERVAL 15 METERS
 ROUND TO THE NEAREST 0.1 METER
 ROUND TO THE NEAREST 0.5 METER
 TO FEET MULTIPLY BY 3.2808
 TO METERS MULTIPLY BY .3048

NATIONAL MAP ACCURACY STANDARDS
 U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
 U.S. GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820



QUADRANGLE LOCATION

1	2	3	1	Saybrook
4		5	2	Gibson City West
6	7	8	3	Gibson City East
			4	Bellflower
			5	Fisher
			6	Manasfield
			7	Mahomet
			8	Rising

ADJOINING 7.5' QUADRANGLE NAMES
 CONTOURS AND ELEVATIONS
 IN METERS

ROAD LEGEND

- Improved Road
- Unimproved Road
- Trail
- Interstate Route U.S. Route State Route

FOOSLAND, ILLINOIS
 PROVISIONAL EDITION 1984

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