

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Ten Mile Creek Bridge, FHWA# 347800
(Moved Structure Amendment)
Winneshie County, Iowa

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.

Signature of certifying official/Title

Date

Iowa State Historic Preservation Office

State or Federal agency or bureau

(___ See continuation sheet for additional comments.)

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting or other official

Date

State or Federal agency and bureau

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page

Ten Mile Creek Bridge, FHWA# 347800
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Explanation of the Amendment

The "Ten Mile Creek Bridge", at its original location, had been closed due to severe damage to the abutments during flooding in June 2008. The structure has not been able to sustain the minimum loading requirements of today for many years. The structure had been deemed "structurally deficient" due to the damage the abutments have experienced over time. The 2008 flood inflicted more damage to the abutments severe enough to required permanent closure of the bridge. Even with repairs/replacement of the bridge substructure, the truss itself would not be able to adequately carry the legal loads of today's vehicles. The original structure is a 35'x16' Kingpost Truss on limestone masonry abutments. The original location is in Madison Twp. west of Decorah, very rural and remote feeling, primarily wooded with pasture and field access in close proximity. The bridge is undersized for the drainage and the road to the south is low to allow for overflow. The approach roadway is narrow and winding.

The Trails of Winneshiek bike trail group had been looking for low cost bridge/drainage structures for usage in the "Trout Run Trail" loop in and around Decorah. The Winneshiek County Board of Supervisors elected to give the Ten Mile Creek Bridge to the Trails of Winneshiek for use in the Trout Run Trail where it could function in a capacity better suited for the structure. The removal from the existing abutments, move to the new site, construction of new abutments and the setting of the bridge was funded by a Historical Resource Development Program (HRDP) Grant and local funds from Winneshiek County and other groups associated with the trail construction.

Now that the structure has been moved, it is functioning in a loading capacity more in line with its original design. The new location has relieved the structure of the "heavy" loading that it previously experienced which was greater than the loading it was originally designed for.

The new site is rural and agricultural and similar to its original location in most aspects. The land is rolling with some timber, similar to the original site. The new site is not a continuous flow drainage area such as Ten Mile Creek is. The new location will see water pass under the structure for short periods of time after moderate to heavy rain events. The new watershed is a tributary to the Trout Run Creek. The new location required a change in the substructure of the bridge. The new site has steel piling with timber wall abutments. Although this is very different from the limestone abutments the bridge originally sat on, the new abutment will not be as susceptible to the deterioration and flood damage that the original abutments have experienced. The new abutment style, however, is not uncommon for a bridge of this vintage to be resting upon, exclusive of the steel piling. More characteristic would be wooden piling but steel is found to be stronger and have a longer life and thus was chosen.

Safety issues of walkers and bicycle riders using the Trout Run Trail required retrofitting the structure with a more appropriate railing. In its original location, the bridge had no railing of any type; the A-Frame shape of the truss is the only acting railing. This retrofit has minimal impact to the overall appearance of the structure from a non-trail vantage point. Input from SHPO was sought on the railing design but no recommendations for changes were ever received. It was decided to take lattice railing from the Upper Bluffton Bridge (which was dismantled in 2011) and install it on to the Ten Mile Creek Bridge (see attached photos). This rail was chosen due to its age, composition of material and aesthetically resembles the style of the Ten Mile Creek Bridge.

The structure will retain significance under Criterion C for its association with transportation in Winneshiek County and as a specific bridge type with its continued support of bicycle and pedestrian traffic in the rural farmland of Iowa.

The bridge sub-contractor for this project was Minnowa Construction of Harmony, Minnesota. Minnowa Construction is an experienced bridge builder with over 25 years of experience in the field. The removal and re-setting of the bridge along with the construction of the new substructure for the bridge was tied to the construction of two concrete box culverts located just west of this site that takes the trail under Trout Run Road and the Middle Calmar Road (Project No. SRT-1867(608)--9H-96). Minnowa has past experience with moving bridges all of which have been larger structures than the Ten Mile Creek Bridge. Construction of the box culverts delayed the project from its original timeline and the move of the bridge was pushed back to Spring 2011.

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

National Register of Historic Places Continuation Sheet

Section number 7 Page

Ten Mile Creek Bridge, FHWA# 347800
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Photographs of the bridge in its new location have been forwarded to the State Historic Preservation Office.

11. Form Prepared By

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Property Owner

Winneshiek County Secondary Roads
Winneshiek County Conservation
201 W Main
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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

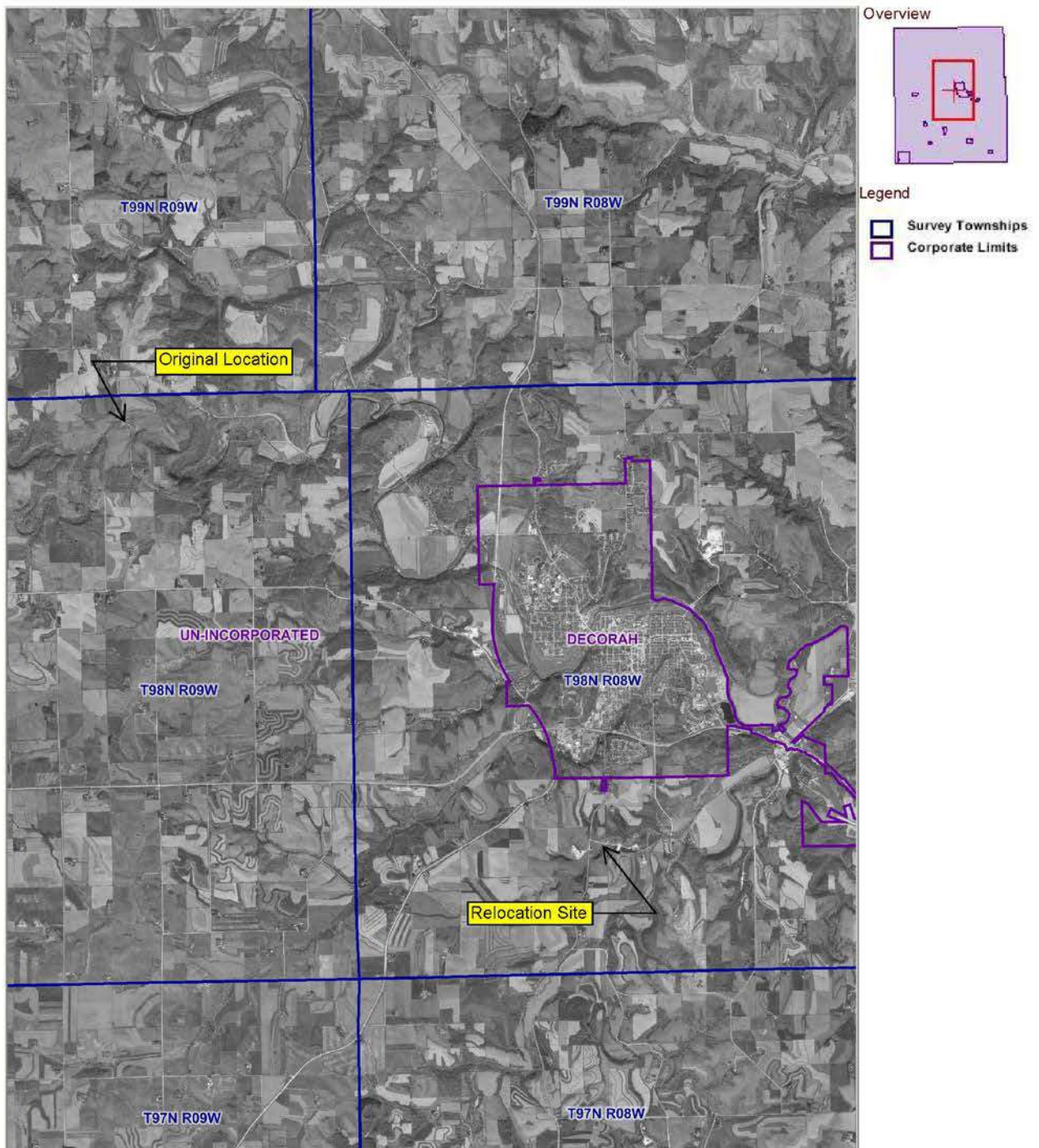
Section number 7 Page

Ten Mile Creek Bridge, FHWA# 347800
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Winneshiok County, Iowa

Ten Mile Creek Bridge

Date Created: 11/4/2008
Map Scale: 1in=1mi

Site Locations

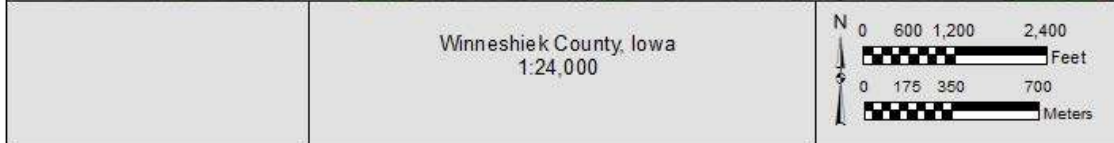
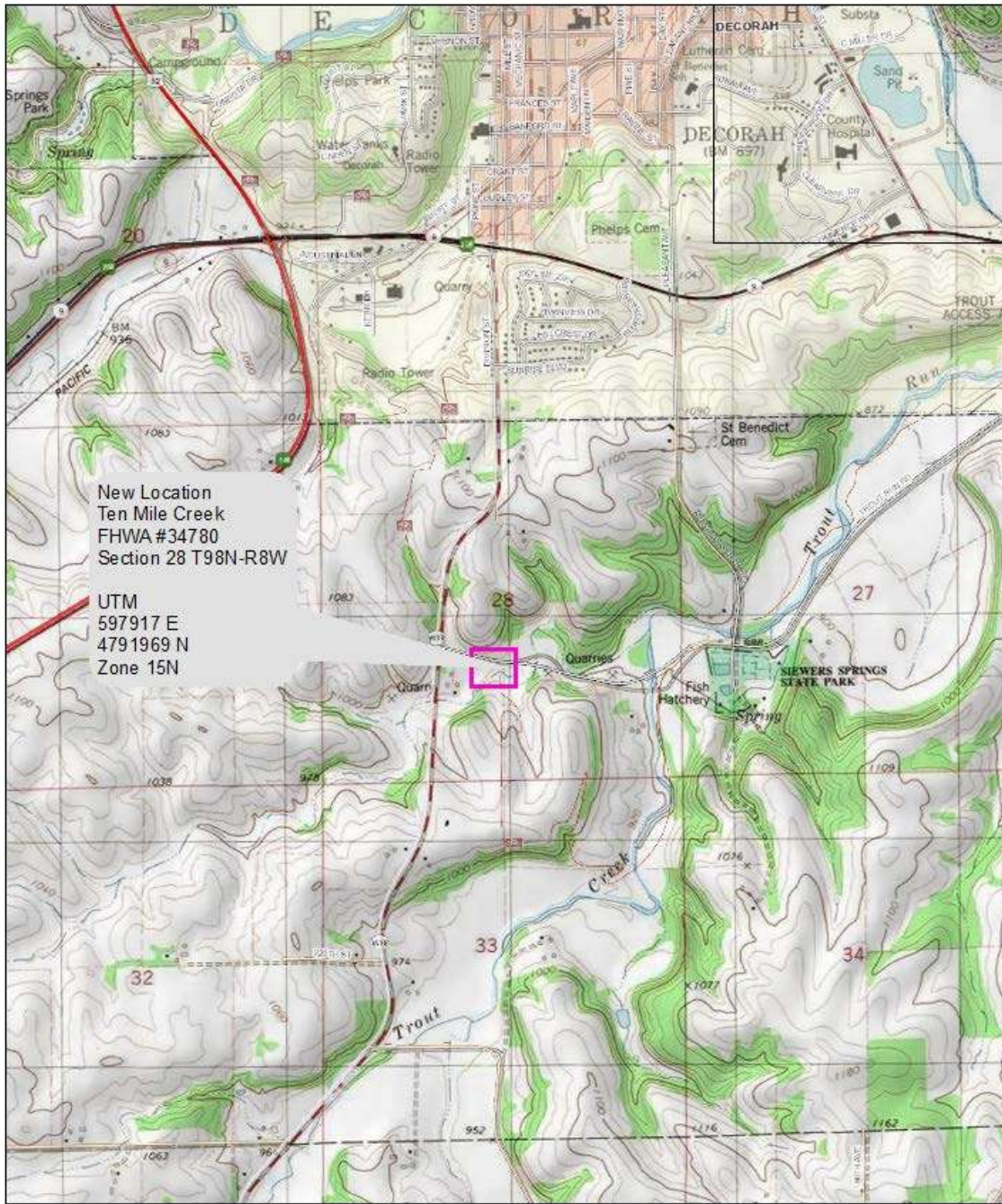


United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page

Ten Mile Creek Bridge, FHWA# 347800
(Moved Structure Amendment)
Winneshiok County, Iowa



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page

Ten Mile Creek Bridge, FHWA# 347800
(Moved Structure Amendment)
Winneshiiek County, Iowa

Winneshiiek County, IA



Date Created: 8/11/2010
Map Scale: 1 in = 501 ft



Overview



Legend

- Roads
- Quarters
- Sections
- Survey Townships
- Political Townships
- Corporate Limits

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page

Ten Mile Creek Bridge, FHWA# 347800
(Moved Structure Amendment)
Winneshiek County, Iowa

Winneshiek County, IA



Ten Mile Creek Bridge

Date Created: 10/1/2009
Map Scale: 1 in = 804 ft

Original Location



Overview



Legend

- Quarters
- Sections
- Survey Townships
- Political Townships

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Photographs

Ten Mile Creek Bridge, FHWA# 347800
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Winneshiek County, Iowa

Winneshiek County, IA



Ten Mile Creek Bridge

Date Created: 10/1/2009
Map Scale: 1 in = 1,000 ft

New Location



Overview



Legend

- Sections
- Survey Townships
- Political Townships

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Photographs

Ten Mile Creek Bridge, FHWA# 347800
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Photographs were taken by Lee J. Bjerke, P.E., Winneshiek County Engineer in the winter of 2008 and spring of 2009. Final processing was done by Chip Peterson of Peterson Photography and Kent Foster of Foster Images, both of Decorah, IA. Photos were printed on HP Premium Photo Paper using HP 84/85 dye-based inkset.

1. View looking southwest (upstream) at Ten Mile Creek bridge in its original location on Happy Hollow Rd. (2008).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0001.TIF
 2. View looking northeast (downstream) of Ten Mile Creek Bridge in its original location on Happy Hollow Rd. (2008).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0002.TIF
 3. View looking northeast (downstream) of Ten Mile Creek Bridge from greater distance than image #2 showing approaches (2008).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0003.TIF
 4. Roadway view of Ten Mile Creek Bridge in its original location from the north approach (2008).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0004.TIF
 5. Oblique view of Ten Mile Creek Bridge looking north in the bridges original location (2008).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0005.TIF
 6. Same view as image #5 at a wider angle (2008).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0006.TIF
 7. Upstream view of new site for Ten Mile Creek Bridge. Structure will span small draw carrying a bike trail at the location. View is looking south towards the trail location from Trout Run Rd. (2009).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0007.TIF
 8. New location of Ten Mile Creek Bridge in the Trout Run Trail over an unnamed drainage. Trail continues east up the small draw in the background (2009).
CD images – IA_WinneshiekCounty_TenMileCreekBridge0008.TIF
- Final pictures of Ten Mile Creek Bridge in its current location were taken by Lee J. Bjerke, P.E., Winneshiek County Engineer, in spring and summer of 2012. Photos were printed on Photo paper.
9. View looking southeast through Ten Mile Creek Bridge in its current location on Trout Run Trail showing rail from Upper Bluffton Bridge. (2012).
CD#2 images – IA_WinneshiekCounty_TenMileCreekBridge0009.TIF
 10. View looking east through Ten Mile Creek Bridge in its current location on Trout Run Trail showing rail from Upper Bluffton Bridge. (2012)
CD#2 images – IA_WinneshiekCounty_TenMileCreekBridge0010.TIF
 11. View looking northwest through Ten Mile Creek Bridge in its current location on Trout Run Trail showing southeast approach (2012).
CD#2 images – IA_WinneshiekCounty_TenMileCreekBridge0011.TIF
 12. View looking northwest at Ten Mile Creek Bridge in isometric view in its current location on Trout Run Trail (2012).
CD#2 images – IA_WinneshiekCounty_TenMileCreekBridge0012.TIF

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

National Register of Historic Places Continuation Sheet

Photographs

Ten Mile Creek Bridge, FHWA# 347800
(Moved Structure Amendment)
Winneshiek County, Iowa

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13. View looking south (upstream) at Ten Mile Creek Bride in its current location on Trout Run Trail (2012).
CD#2 images – IA_WinneshiekCounty_TenMileCreekBridge0013.TIF
14. View looking southeast through Ten Mile Creek Bridge showing westerly approach in its current location on Trout Run Trail (2012).
CD#2 images – IA_WinneshiekCounty_TenMileCreekBridge0014.TIF