NPS Form 10-900
(Oct. 1990)

COPY

OMB No. 10024-0018

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 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 Lawrence Bridge

other names/site number

2. Location

street & number 336th Avenue over Little Turkey River ☐ not for publication

city or town Jackson Junction ☐ vicinity

state Iowa code IA county Winneshiek/Fayette code 191/065 zip code 52150

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets __ does not meet the National Register criteria. I recommend that this property be considered significant __ nationally X statewide __ locally. (__ See continuation sheet for additional comments.)

Patricia O'Brien DSHPO 4-7-98

Signature of certifying official/Title Date

STATE HISTORICAL SOCIETY OF IOWA

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):

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 include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	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: pinned Pratt pony truss

Materials
(Enter categories from instructions)
foundation Stone/concrete
walls
roof
other Wrought iron/steel

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

Located in Jackson Junction, the Lawrence Bridge spans the Little Turkey River in a rural Winneshiek County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number:	1	construction date:	1880
span length:	84.0'	construction cost:	$2519.35
total length:	84.0'	current condition:	fair
roadway wdt.:	16.0'	alterations:	none

superstructure: wrought iron or steel, 6-panel, pin-connected Pratt pony truss
substructure: stone and concrete abutments
floor/decking: timber deck
other features: inclined end post and upper chord: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 Tees with double lacing; diagonal: 2 looped rectangular eyebars, 1-2 round eyebars with unslotted turnbuckles; lateral bracing: round eyebar with unslotted turnbuckle; floor beam: I-Beam, U-bolted to lower chord pins; guardrails: 2 pipes; cast iron hip blocks

Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Lawrence Bridge today retains a high degree of integrity of location, design, 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.

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.)

Areas of Significance
(Enter categories from instructions)

ENGINEERING

Period of Significance

1880

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

Significant Dates

1880 (construction date)

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:
Wrought Iron Bridge Company, Canton OH

fabricator:
Wrought Iron Bridge Company, Canton OH

builder:
Wrought Iron Bridge Company, Canton OH

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

Acreage of Property less than one acre

UTM References
(Place additional UTM references on a continuation sheet)

1 15 577140 4770240
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 18 feet by 84 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 Michelle Crow-Dolby 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** (7½ 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 Winneshiek County

street & number 201 West Main Street telephone 319-382-2951

city or town Decorah state Iowa zip code 52101

In the 1870s Winneshiek County embarked on an ambitious bridge construction program, in which many of the earliest wooden structures were replaced with more substantial iron spans on stone substructures. Beginning in 1873, the county, under the direction of bridge commissioner George Winship, built several bowstring arch-trusses, most of which were supplied by the Wrought Iron Bridge Company of Canton, Ohio. Exhausted from the pressures of the job, Winship retired in January 1878. But by 1880 the county had erected a total of 32 iron bridges, all built under Winship's supervision. "The iron and stone bridges are erected with a view to permanency," an 1880 county almanac stated. "The abutments are invariably massive, and the superstructure of superior workmanship." That year the county contracted with WIBCo for two medium-span bridge superstructures. The first, used for the Bluffton Bridge **[WINN40]**, was an 116-foot through truss. The other was a 84-foot-span Pratt pony truss, called the Lawrence Bridge, in Jackson Township. Costing $2519.35, the Lawrence Bridge featured a pin-connected Pratt truss based on patents held by David Hammond, WIBCo's president.

The Upper Bluffton and Lawrence bridges marked a watershed for bridge building in Winneshiek County. The county supervisors had contracted for small-scale, all-iron trusses in the 1870s (Pratt half-hips and bedsteads, primarily), but these two trusses marked the first time that the county purchased longer-span trusses instead of bowstrings for major rural crossings. The bridges presaged the building trend in the county for the rest of the 19th century. Winneshiek County continued to build iron, and later steel, trusses on its rural roads in the 1880s and 1890s. This change in character of bridges occurred well within the mainstream of state and national trends, for after 1880 the bowstring was specified increasingly less frequently for roadway crossings. The Wrought Iron Bridge Company, at the forefront of bowstring innovation in the 1870s, was also a leader in the shift toward other structural configurations a decade later. David Hammond foresaw the decline of the bowstring in the mid-1870s, as his company was reaching its zenith on the basis of bowstring sales, and he directed his patent activities more toward straight-chorded trusses after that point.

WIBCo maintained an extensive catalog of bridge types that ranged from the exotic to the commonplace. With its pinned connections and patented Pratt web configuration, the Lawrence Bridge represented the former rather than the latter. It was one of thousands of such pinned Pratts erected throughout Iowa in the late 19th century. The Lawrence Bridge is technologically significant as a very early, well-preserved example of this mainstay wagon bridge type. In Winneshiek County it represented the first time the county used a truss rather than a bowstring for a rural crossing. A local harbinger of prevailing bridge trends, the Lawrence Bridge is a significant transportation-related resource.

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 006670.

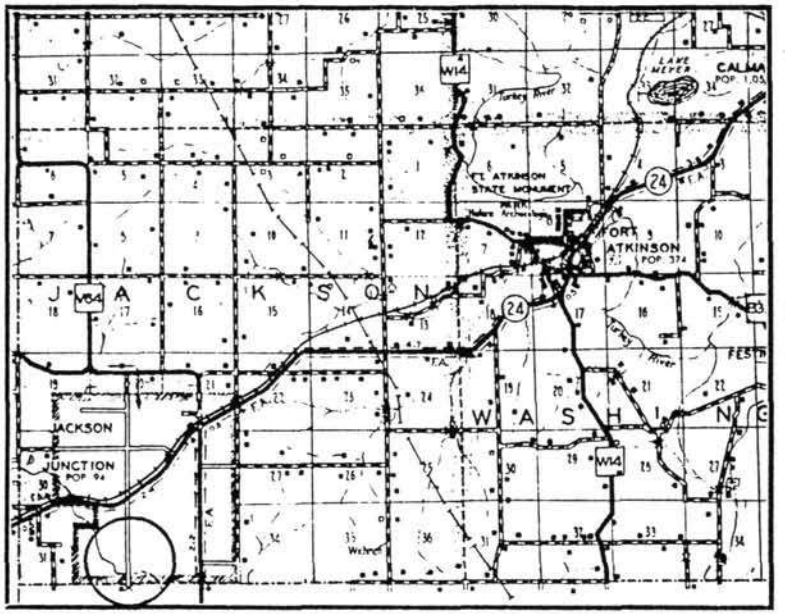
Winneshiek County Bridge Book Number 1, located at the Winneshiek County Engineer's Office, Decorah IA.

Field inspection by Clayton Fraser, 10 October 1990.

NAME(S) OF STRUCTURE

Lawrence Bridge (Little Turkey River Bridge)

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM IOWA DEPARTMENT OF TRANSPORTATION
HIGHWAY AND TRANSPORTATION MAP

SOURCES

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure Number 006670; Winneshiek County Bridge Book Number 1, located at the Winneshiek County Engineer's Office, Decorah IA; field inspection by Clayton Fraser, 10 October 1990.

INVENTORIED BY

Michelle Crow-Dolby and Clayton Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

18 March 1992