

757
RECEIVED
MAY 10 1992United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration FormNATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Lisco State Aid Bridge
other name/site number NEHBS Number GD00-118

2. Location

street & number county road over the North Platte River N/A not for publication
city, town 0.6 mile south of Lisco X vicinity
state NE county Garden code 069 zip code 69148

3. Classification

| | | | |
|-----------------------|---------------|-------------------------------------|-----------------|
| Ownership of Property | Garden County | Number of Resources within Property | |
| Category of Property | structure | Contributing | Noncontributing |
| | | 0 | 0 buildings |
| | | 0 | 0 sites |
| | | 1 | 0 structures |
| | | 0 | 0 objects |
| | | 1 | 0 Total |

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.

Bob R. Schenck DSHPO
Signature of certifying official

5/6/92
Date

Nebraska State Historical Society
State or Federal agency and bureau

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

5. National Park Service Certification

I, hereby, certify that this 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:)

Entered in the
National Register

Adrian Byers
Signature of the Keeper

6/29/92
Date of Action

6. Function or Use

Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification (enter categories from instructions)

OTHER /rigid-connected Pratt pony truss

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

Located just south of Lisco, the Lisco State Aid Bridge spans the North Platte River and is little changed from the time it was constructed. The Lisco State Aid Bridge today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structure follows:

| | | | |
|---------------|--------|--------------------|-------------|
| span number: | 8 | construction date: | 1927-28 |
| span length: | 80.0' | construction cost: | \$64,750.00 |
| total length: | 651.0' | current condition: | good |
| roadway wdt.: | 15.0' | alterations: | none |

superstructure: steel, 5-panel, rigid-connected Pratt pony truss

substructure: concrete abutments, wingwalls and piers on steel pilings

floor/decking: concrete deck over steel I-beam stringers

other features: upper chord: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: 4 angles with continuous plate; diagonal: 2 angles with batten plates; lateral bracing: 1 angle; floor beam: I-beam, field bolted to vertical below lower chord; guardrail: 2 angles.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

| | |
|---------------------------------------|--|
| | statewide |
| Applicable National Register Criteria | C |
| Criteria Considerations (Exceptions) | N/A |
| Areas of Significance | Engineering |
| Period of Significance | 1927-28 (The period of significance is derived from the original construction date.) |
| Significant Dates | 1927-28 |
| Cultural Affiliation | N/A |
| Significant Person | N/A |
| Architect/Builder (Designer) | Nebraska Bureau of Roads and Bridges |
| (Fabricator) | Inland Steel Company |
| (Builder) | Western Bridge and Construction Company, Omaha NE |

State significance of property, and justify criteria, criteria considerations and areas of significance noted above.

The Garden County Commissioners first applied for state aid to build bridges over the North Platte River at Lewellen and Oshkosh in July 1916. As they waited their turn on the state engineer's waiting list, they applied for state aid on a third span over the Platte at Lisco in April 1920. The Oshkosh Bridge, consisting of seven 100-foot riveted pony trusses, was erected in 1924-25; the Lewellen Bridge, identical to Oshkosh, was built in 1926-27. In 1927 engineers for the Department of Public Works designed an 8-span pony truss for the Lisco crossing in western Garden County. Unlike the two other structures, the spans at Lisco were 80 feet long, but it was otherwise the same as its two predecessors in its use of standard-design riveted Pratt pony trusses. On October 26, 1927, a contract for the construction of the Lisco Bridge was awarded to the Western Bridge and Construction Company for \$47,600. Filling the bridge's approaches, surfacing, and protection work cost an additional \$17,150.00. Using steel fabricated by the Inland Steel Corporation, Western completed the structure during the relatively mild winter of 1927-28. Although originally a primary system crossing, the Lisco Bridge is now maintained by the county in essentially unaltered condition.

The Nebraska state engineer's office designed eight state aid bridges using multiple-span riveted Pratt pony trusses. With spans ranging from 60 to 100 feet, most were built in the mid-1920s, when the riveted long-span pony truss found its greatest acceptance in Nebraska. Of the three Garden County state aid bridges, two remain in original condition. In fact, the Lisco and Lewellen bridges are the only remaining intact examples of state aid pony trusses in Nebraska. The Lisco Bridge is technologically significant as one of the last of the multiple-span state aid truss bridges remaining in Nebraska.

For further contextual information regarding bridge building in Nebraska, registration requirements, and property types, see related multiple property listing "Highway Bridges in Nebraska, 1870 - 1942."

9. Major Bibliographical References

Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number C003500105P; Department of Public Works, **Fourteenth Biennial Report**, 1921-22, page 273; Department of Public Works, **Sixteenth Biennial Report**, 1925-26, page 225; Department of Public Works, **Seventeenth Biennial Report**, 1927-1928, pp. 46, 83, 85-86, 101; Aivars G. Ronis, "Nebraska State Aid Bridges," typewritten report by Nebraska Department of Roads, 1971, revised 1978, n.p.; field inspection by Clayton Fraser, 2 May 1989.

____ See continuation sheet

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 (specify repository:)

10. Geographical Data

Acreage of Property less than one acre
Cadastral Reference S33, T18N, R46W
USGS Quadrangles Lisco Northwest, and Lisco (7.5 Minute Series, 1972)
UTM References zone 13 easting 698270 northing 4595600

____ See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 651 feet by 17 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

____ See continuation sheet

Boundary Justification

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 this bridge.

____ See continuation sheet

11. Form Prepared By

| | | | |
|-----------------|--|-----------|--------------|
| name/title | Clayton B. Fraser, Principal | date | 30 June 1991 |
| organization | Fraserdesign and Hess, Roise and Company | telephone | 303-669-7969 |
| street & number | 1269 Cleveland Avenue | state | Colorado |
| city or town | Loveland | zip code | 80537 |

5/15/92

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Highway Bridges in Nebraska MPS
NEBRASKA

Date Listed

COVER

~~Continuation Sheet~~

6/29/92

| | | |
|----------|--|---------|
| 92000749 | Adamson Bridge | 6/29/92 |
| 92000721 | Ashland Bridge | 6/29/92 |
| 92000744 | Beal Slough Bridge | 6/29/92 |
| 92000752 | Bell Bridge | 6/29/92 |
| 92000753 | Berry State Aid Bridge | 6/29/92 |
| 92000745 | Big Blue River Bridge FILLMORE CO | 6/29/92 |
| 92000708 | Big Blue River Bridge BUTLER CO | 6/29/92 |
| 92000760 | Big Indian Creek Bridge | 6/29/92 |
| 92000728 | Big Papillion Creek Bridge | 6/29/92 |
| 92000759 | Bloody Run Bridge | 6/29/92 |
| 92000751 | Borman Bridge | 6/29/92 |
| 92000754 | Brewer Bridge | 6/29/92 |
| 92000707 | Bridge - CASS COUNTY | 6/29/92 |
| 92000714 | Bridge - HITCHCOCK | 6/29/92 |
| 92000737 | Bridge - OTIE COUNTY | 6/29/92 |
| 92000725 | Bridge - ANTELOPE CO entered in the | 6/29/92 |
| 92000733 | Bridge - OTIE COUNTY National Register | 6/29/92 |
| 92000761 | Bridge - GAGE | 6/29/92 |
| 92000747 | Brownson Viaduct | 6/29/92 |
| 92000715 | Burwell Bridge | 6/29/92 |
| 92000763 | Cambridge State Aid Bridge | 6/29/92 |
| 92000722 | Carns State Aid Bridge | 6/29/92 |
| 92000719 | Cincinnati Bridge | 6/29/92 |
| 92000734 | Clear Creek Bridge | 6/29/92 |
| 92000729 | Colclessier Bridge | 6/29/92 |
| 92000735 | Columbus Loup River Bridge | 6/29/92 |
| 92000748 | Deering Bridge | 6/29/92 |
| 92000771 | Elkhorn River Bridge | 6/29/92 |
| 92000764 | Franklin Bridge | 6/29/92 |
| 92000773 | Gross State Aid Bridge | 6/29/92 |
| 92000732 | Henry State Aid Bridges | 6/29/92 |
| 92000758 | Hoyt Street Bridge | 6/29/92 |
| 92000731 | Interstate Canal Bridge | 6/29/92 |
| 92000710 | Keim Stone Arch Bridge | 6/29/92 |
| 92000768 | Kilgore Bridge | 6/29/92 |
| 92000756 | Lewellen State Aid Bridge | 6/29/92 |
| 92000774 | Lewis Bridge | 6/29/92 |
| 92000757 | Lisco State Aid Bridge | 6/29/92 |
| 92000723 | Little Nemaha River Bridge OTIE COUNTY OTIE CO | 6/29/92 |
| 92000720 | Little Nemaha River Bridge OTIE COUNTY OTIE CO | 6/29/92 |
| 92000730 | Loosveldt Bridge | 6/29/92 |