

National Register Evaluation of Nebraska Bridges 1947 to 1965

**(including the reassessment of select
pre-1947 bridges)**

Report prepared for

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Executive Summary

The *National Register Evaluation of Nebraska Bridges 1947 to 1965* report is the culmination of the Historic Bridge Inventory update of Nebraska bridges. This project is part of the Nebraska Department of Roads (NDOR) efforts to update its inventory of historic bridges. The purpose of this report is to identify bridges that meet National Register of Historic Places (National Register) Criteria. The inventory evaluated 1,405 bridges built during the subject period, as identified in the Bridge Inspection System of Nebraska (BISON), for their potential to have significance applying one or more National Register Criteria. Bridges that meet one or both criteria are recommended eligible for the National Register.

Previous phases of the inventory included the preparation of a historic context, development of an outline of the National Register evaluation methodology, and completion of the pre-field analysis to select bridges for field survey and further research. The 302 bridges selected for field survey had characteristics indicating possible eligibility for the National Register and further documentation was required to determine National Register eligibility.

On April 13, 2007, representatives of NDOR; Nebraska State Historical Society, State Historic Preservation Office (SHPO); Federal Highway Administration (FHWA); select county highway representatives; and Mead & Hunt met to apply the National Register Criteria and establish eligibility recommendations for the bridges constructed from 1947 to 1965. NDOR, FHWA, and SHPO determined that 30 bridges were eligible under *Criterion C* and six bridges were eligible under *Criterion A*. Four of these bridges were eligible under both *Criteria A* and *C*. Four bridges from this period have already been listed or determined eligible. The list of 36 eligible/listed bridges is included in Appendix B and Historic Bridge Inventory forms for eligible bridges are included in Appendix C. Field survey determined that 11 bridges were nonextant, replaced or in the process of replacement. The remaining bridges were determined to be not eligible.

A second component of this project was the reassessment of 46 bridges from the 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* that had an undetermined National Register-eligibility status. NDOR, FHWA, SHPO, and county representatives reviewed these bridges at the April 13, 2007, meeting and recommended two bridges as eligible.

The results of the evaluation of the 1947-to-1965 bridges and the reassessment bridges are included in this report. Survey data and eligibility recommendations are recorded in the Historic Bridge Inventory database and Historic Bridge Inventory forms prepared as products of this study.

1. Introduction

A. Project background

The Nebraska Department of Roads (NDOR), in cooperation with the Nebraska State Historical Society, State Historic Preservation Office (SHPO), is updating its statewide inventory of historic bridges, a process involving the evaluation of the historic and engineering significance of 1,405 bridges built from 1947 to 1965. The inventory update is part of NDOR's ongoing efforts to document historic bridges and to identify bridges that are eligible for the National Register of Historic Places (National Register). This assessment process is mandated by federal preservation laws that require NDOR to consider historic properties, including bridges that are listed in, or eligible for listing in, the National Register when making improvements to the state's transportation system. Applicable laws include Section 106 of the National Historic Preservation Act of 1966 (as amended) and Section 4(f) of the U.S. Department of Transportation Act of 1966. The inventory update will facilitate NDOR's compliance with these laws and allow NDOR and SHPO to make informed and timely reviews of proposed bridge projects to determine effects on historic properties.

This inventory update is an extension of an earlier NDOR project that evaluated bridges built before 1947 and resulted in *Nebraska Historic Bridge Inventory*, 1991, and *Nebraska Historic Bridge Inventory Update*, 1996, as well as the National Register Multiple Property Document *Highway Bridges in Nebraska 1870-1942*.

B. Bridges being evaluated

The current project evaluated Nebraska highway bridges constructed from 1947 to 1965, allowing generous consideration of the 50-year guideline of the National Register. National Register eligibility was based primarily on the evaluation of bridge superstructures. For this study, the Bridge Inspection System of Nebraska (BISON) provided the basic data to identify, categorize, and analyze bridges.¹ NDOR uses BISON to record structural and inspection data for the Federal Highway Administration's (FHWA) National Bridge Inventory (NBI), as required by federal law. BISON follows the FHWA's *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*.

The use of some data items in BISON for historical evaluation is limited by particular coding rules used in both BISON and the NBI. To identify bridges in the subject period, the BISON database was filtered for year-built dates within the subject period of 1947 to 1965. In addition to the year-built field, BISON also includes a year-reconstructed field that records the date of a bridge's most recent reconstruction. The *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges* states: "for a bridge to be defined as reconstructed, the type of work performed, whether or not it meets current minimum standards, must have been eligible for funding under any of the Federal-aid funding categories." Examples of eligible work not considered to be reconstruction include safety features, painting structural

¹ A version of BISON from October 2006 supplied by NDOR was used as the baseline of data for this inventory and the preparation of the Historic Bridge Database.

steel, utility work, and bridge deck overlay. Following the coding rules, therefore, the year-reconstructed date is related to bridge improvements that are eligible for federal funding, but not necessarily related to structural issues of historical significance in terms of the National Register. Based on conversations with NDOR staff, bridges with a year-reconstructed date within the subject period were included in the study because the date *may* indicate the replacement of the superstructure, the main component of a bridge being evaluated for historical significance.

Considering these date issues, a list of 1,405 bridges from the period 1947 to 1965 was generated from BISON. These bridges were evaluated for the National Register as part of this inventory. Table 1 presents a categorization of these bridges by bridge type, using both type name and BISON numeric type code.

Table 1
Bridges in the inventory (1947 to 1965)
 (As identified in BISON prior to field survey)

Concrete channel beam (122)	3
Concrete continuous box beam or girders (205)	2
Concrete continuous slab (201)	180
Concrete continuous tee beam (204)	3
Concrete girder and floor beam system (103)	2
Concrete rigid frame (107)	4
Concrete slab (101)	55
Concrete stringer/multi-beam/girder (102)	20
Concrete tee beam (104)	10
Prestressed concrete channel beam (522)	2
Prestressed concrete continuous beam/girder (602)	10
Prestressed concrete continuous box beam w/girders (505)	4
Prestressed concrete stringer/multi-beam/girder (502)	88
Prestressed concrete tee beam (504)	2
Steel continuous girder and floor beam system (403)	3
Steel continuous stringer/multi-beam/girder (402)	40
Steel deck truss (309)	1
Steel girder and floor beam system (303)	52
Steel stringer/multi-beam/girder (302)	519
Steel truss (310 and 410)	112
Wood/timber stringer/multi-beam/girder (702)	293
Total	1,405

Several small groups of bridges were not evaluated as part of this study, although they are identified in BISON and are from the subject period. NDOR and the SHPO agreed to exclude the following structures from the inventory:

- Culverts and pedestrian overpasses were excluded from evaluation.²
- Bridges owned and maintained by non-NDOR state agencies, local agencies, and private owners were excluded because NDOR does not expect to administer federal funds for these structures. A list of the bridges excluded from further analysis due to ownership is included in Appendix A.
- Structures with a year-reconstructed date in BISON after 1965 were excluded because the structure is not likely to be eligible for the National Register due to its recent age or lack of historic integrity.

² Excluded from evaluation in this study were culverts (coded in BISON Item 43 – span type with second and third digit codes = 19 or culvert) and pedestrian overpasses (coded in BISON Item 42 – type of service on = 3 pedestrian/bicycle and BISON Item 7 – facility carried by structure = pedestrian overpass).

2. Evaluation Criteria

This section addresses the criteria used for evaluating the significance of Nebraska's bridge population, from 1947 to 1965, and integrity considerations. Section 3 outlines the evaluation methodology. Eligibility recommendations in Sections 4 and 5 are based on National Register Evaluation Criteria and Integrity Considerations.

A. Applicable National Register Criteria

National Register Criteria for Evaluation, informed by the *Historic Context for Nebraska Bridges, 1947 to 1965*, were applied to bridges in the study pool. The historic context provides historical background on Nebraska bridges and transportation and establishes the framework for bridge evaluation.

The National Register Criteria for Evaluation, established by the National Park Service, are outlined in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* and *National Register Bulletin 16: How to Complete the National Register Form*. The particular relationship of each Criterion to Nebraska's bridges is described below.

- *Criterion A: Events – Properties that are associated with events that have made a significant contribution to the broad patterns of our history.*

Criterion A recognizes bridges that have an important association with single events, a pattern of events, repeated activities, or historic trends that are significant within the context of Nebraska's transportation and bridge-building history.

- *Criterion B: Persons – Properties that are associated with the lives of persons significant in our past.*

Criterion B recognizes bridges that illustrate the important achievements of a person who was significant in Nebraska's past. Structures must be compared to other properties associated with the work of the individual to identify those that best represent a person's historic contributions. Architects, artisans, artists, fabricators, and engineers are often represented by their works, which are eligible under *Criterion C*. Therefore, the significant works of engineers or bridge-building firms are generally eligible under *Criterion C*, not *Criterion B*, and it is unlikely that bridges from the subject period are significant under *Criterion B*.

- *Criterion C: Design/Construction – Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*

Criterion C recognizes bridges that have distinctive design or construction characteristics that demonstrate the following: (1) the pattern of features common to a particular class of resources, (2) the individuality or variation of features that occurs within the class, (3) the evolution of that class of resources, and/or (4) the transition between classes of resources. Most bridges will be evaluated under *Criterion C* because their significance involves design and construction.

- *Criterion D: Information Potential – Properties that have yielded, or may be likely to yield, information important in prehistory or history*

Criterion D is most often applied to archaeological properties and it is unlikely that any Nebraska bridges from the subject period would be eligible under *Criterion D*.

B. Integrity considerations

A bridge's historic integrity must also be considered when determining eligibility. According to *National Register Bulletin 15*, historic integrity is "the ability of a property to convey its significance." To be listed in the National Register, a property must not only be shown to be significant under the National Register Criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance. The overall integrity of a structure, as well as its character-defining features, are considered when evaluating National Register significance. Changes to character-defining features, such as the truss system of a truss bridge, will influence the assessment of a structure's overall integrity and ability to convey its significance more than changes to non-character-defining components, such as abutments.

Within the concept of integrity, the National Register Criteria recognize seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects. The seven aspects of integrity, as considered for Nebraska bridges in the subject period are:

Location – The place where the historic property was constructed or the place where the historic event occurred.

Design – The combination of elements that create the form, plan, space, structure, and style of a property.

Setting – The physical environment of a historic property.

Materials – The physical elements that were used in the original design and construction of a bridge.

Workmanship – The physical evidence of the crafts used in the construction of a bridge.

Feeling – A bridge's expression of the aesthetic or historic sense of a particular period of time.

Association – The direct link between an important historic event or person and a historic property.

3. Methodology

The process of evaluating the 1,405 bridges involved three steps: pre-field analysis, field survey, and National Register evaluation.

A. Pre-field analysis

Information was gathered from the following sources to provide an understanding of the potential significance and historic integrity of bridges and to identify bridges for field survey.

- *BISON database:* BISON (Bridge Inspection System of Nebraska) is the NDOR bridge inspection database that catalogs location, and descriptive and structural information on all state highway, county road, and city street bridges within the state for the FHWA's National Bridge Inventory. Information recorded in BISON useful to National Register evaluation included year built and year reconstructed dates, bridge type, number of main spans, overall and main span length, and feature carried and feature crossed. Many of the year-built dates in BISON, particularly for the county bridges, appear to be estimated dates and many of these dates could not be updated due to a lack of available records.

Mead & Hunt used a filtered version of BISON, provided by NDOR in October 2006, which listed bridges built or reconstructed within the subject period, which was the basis for the Historic Bridge Database.

- *Bridge inspection photographs:* Bridge inspection photographs are available for most state bridges and some county and municipal bridges. The photographs aid in identifying and verifying non-BISON bridge types, such as plate girder versus I-beam; bridge types coded in BISON; aesthetic features, including decorative treatments or railings; and alterations.
- *Bridge inspection reports:* Bridge inspection reports provided little information not already incorporated into BISON. Older bridge inspection reports, largely from the 1970s and 1980s, are available for county bridges and some state bridges and can indicate alterations not otherwise identified.
- *Bridge plans:* Available bridge plans assisted in identifying character-defining features and alterations. As-built plans and subsequent plans indicated modifications and alterations. NDOR has few plans for county and municipal bridges. NDOR standard plans were reviewed to provide information on the types of structures that were commonly constructed by the state during the subject period and provided information on typical lengths and features.

After gathering basic information, the subject pool of 1,405 bridges was divided into three categories: field survey, not eligible, and listed/determined eligible. Each bridge was first analyzed as a component of a larger group, based on type. The degree of change to a bridge was weighed against its engineering and historical significance.

- *Field survey* – 302 bridges were selected for field survey based on the identification of features or characteristics that suggested National Register significance. Examples include, but were not limited to, unusual structure or main-span length, number of main spans, aesthetic treatment, date of construction, and potential historic significance.
- *Not eligible* – 1,099 bridges were determined not eligible and eliminated from further review, based on their common use in the state and lack of historic and/or engineering significance.
- *Listed/Determined Eligible* – Four bridges were already listed in, or determined eligible for listing in, the National Register. Three bridges (C007522105, NeHBS No. R000-072, C007910325 and C007910330; both NeHBS No. SFOO-040) are listed in the National Register and Bridge C000913725 (NeHBS No. BW00-067) was already determined eligible.

B. Field survey

The pre-field analysis identified 302 bridges for field survey. The field survey and documentation of these structures verified and updated BISON information and identified or confirmed character-defining and special features, alterations, and historical associations. Field survey information, digital images, and eligibility recommendations, are recorded in the Historic Bridge Inventory database and Historic Bridge Inventory forms. Table 2 lists field survey bridges by type.

Table 2
Bridges Selected for Field Survey *

Bridge Type	Number of Bridges
Concrete channel beam (122)	3
Concrete frame (107)	4
Concrete girder and floor beam system (103)	0
Concrete slab and continuous concrete slab (101 and 201)	27
Concrete stringer/multi-beam/girder (102)	2
Concrete tee beam and continuous concrete tee beam (104 and 204)	8
Continuous concrete box beam w/girders (205)	2
Prestressed concrete beam/girder and continuous prestressed concrete beam/girder (502 and 602)	22
Prestressed concrete channel beam (522)	2
Prestressed concrete continuous box beam w/girders (505)	4
Prestressed concrete tee beam (504)	2

**Table 2
Bridges Selected for Field Survey ***

Bridge Type	Number of Bridges
Steel deck truss (309)	1
Steel girder and floor beam system and continuous steel girder and floor beam system (303 and 403)	6
Steel stringer/multi-beam/girder and continuous steel stringer/multi-beam/girder (302 and 402)	119
Steel truss (310 and 410)	86
Wood/timber stringer/multi-beam/girder (702)	14
Total	302

* The number of bridges within a type may vary slightly from pre-field reports due to the reassignment of bridge type during field survey.

Field survey activities determined that 11 bridges were nonextant, replaced or in the process of replacement and therefore did not require further consideration.³

C. National Register evaluation

Post-field survey evaluation included:

- Review of field survey data and research for each bridge, including as-built plans and standard plans.
- Comparative analysis of bridges within subgroups, including construction date, location, integrity, and special features.
- Follow-up contacts with county highway departments for additional information.
- Application of National Register Criteria.

Following field survey and research, eligibility recommendations were made at an April 2007 meeting of NDOR, SHPO, FHWA, and select county representatives for the 1,405 bridges dating from 1947 to 1965.

³ The 11 bridges found to be nonextant, replaced or under replacement include C000807505, Boyd County; C001300505P, Cass County; S084 03381, Cedar County; S077 12541, Dodge County; U182503505R, Douglas County; C005213410, Keya Paha County; S075 03588, Nemaha County; S080 42966, Sarpy County; C008335510, Sioux County; C008901605, Washington County; and C008902110, Washington County.



The majority of bridges were evaluated and recommended eligible for state-level significance. It is difficult to assess post-1945 bridges within a national context due to limited data and studies from this period. Bridges carrying the Interstate Highway System have already been considered for National Register-eligibility under the provisions of the Historic Preservation Exemption for the Interstate Highway System and were not reevaluated as part of this study.⁴ The results of the application of the National Register Criteria and the eligibility determinations agreed upon by NDOR, SHPO, and FHWA are presented in the following sections.

⁴ The Historic Preservation Exemption for the Interstate Highway System is included in Section 6007 of SAFETEA-LU reauthorization legislation, effective on March 10, 2005. Bridges crossing over Interstate highways were not assessed as part of the Interstate Exemption process and are included in this study.

4. Recommendations for National Register Eligibility of Bridges Constructed Between 1947 and 1965 Applying *Criterion C*

Thirty bridges are recommended eligible under *Criterion C* related to engineering. Eligibility recommendations were determined by representatives of FHWA, NDOR, and SHPO. The section is organized according to bridge type. Each bridge type subsection includes a summary of prior inventory findings, recommendations for eligibility, and reasons for recommendations of not eligible. Lists of eligible and not eligible bridges, organized by county, are in Appendix B and D, respectively. Historic Bridge Inventory forms for eligible bridges are in Appendix C.

A. Metal truss bridges

The number of metal truss bridges identified in BISON for this study includes 113 structures, or 8 percent, of all bridges being evaluated. Truss bridges were well established prior to the subject period, with standard designs commonly employed for both state and county bridges. Of the 113 truss bridges in the subject period, 93 percent are currently county-owned structures; however, many of these are believed to have been built as state bridges and subsequently relocated and/or transferred to county ownership. The 87 truss bridges field-surveyed for their potential to be eligible for the National Register represent four truss types: Camelback, Parker, Warren, and Pratt. Truss bridges were chosen for field survey based on their configuration (truss type), arrangement (overhead, pony, or deck), and unusual main-span length or overall structure length. During field survey additional or special engineering and design features were identified. Five truss bridges were found to be replaced or under replacement, and two were found to be located on the Interstate system and subject to the Interstate Exemption. As a result, 80 truss bridges are discussed in this report.

Bridges were included in the study if BISON had a year-built or year-reconstructed date from 1947 through 1965. Bridges with a pre-1947 year-built date, but a 1947-1965 year-reconstructed date, were included in the study because the year-reconstructed date *may* indicate a new superstructure within the study period.⁵ Field-survey and post-field-survey analysis, however, suggest that the year-built date is the accurate construction date for many metal truss bridges and the year-reconstructed date indicates a relocation or alteration.⁶

⁵ The assignment of year-reconstructed dates in BISON is discussed further in Section 1.B above.

⁶ The metal truss bridges selected for field survey involved several issues of complicated and inconsistent assignments of dates in BISON. Of the extant metal truss bridges selected for field survey, 36 have a year-built date that pre-dates the subject period and a year-reconstructed date between 1947 and 1965. Bridges that were built prior to 1947 are outside of the scope of this project and are understood to have been reviewed and evaluated as part of the 1991 *Nebraska Historic Bridge Survey* and the 1996 *Nebraska Historic Bridge Inventory Update*. Therefore, it is recommended that these bridges, with construction dates visually confirmed during field survey to be pre-1947, be excluded from additional evaluation. Truss bridges with a year-built date within the subject period include a number that are similar in appearance, including member size, to pre-subject-period trusses, suggesting that their year-built dates are not accurately recorded in BISON.

Camelback truss

One Camelback truss bridge, recorded in BISON with a year-built date of 1950, was evaluated in this study to determine its eligibility for the National Register. The Camelback, a subtype of the Pratt truss, was developed in the mid-nineteenth century and few were ever built in Nebraska. Character-defining features of the Camelback truss include the polygonal top chord with exactly five slopes in the upper chord and end posts, verticals in compression and diagonals in tension, and steel construction. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* evaluated 17 early Camelback truss bridges, resulting in listing one in the National Register, which is extant. Because this bridge was reported to be built in 1950, it was not evaluated in previous studies.

One pin-connected through Camelback truss (C007802365) is recommended eligible for the National Register under *Criterion C*. Although this bridge has a 1950 construction date in BISON, field survey and analysis indicate a much earlier construction date, probably before 1920, judging from the light weight of the individual members and the use of pin connections. It is possible that the 1950 date represents the year that this bridge was relocated to its present site, although relocation was not determined by field survey. The bridge is a significant representative of this unusual and early truss type in Nebraska. It embodies the characteristics of the type and it retains integrity of materials, design, and workmanship.

Table 3
Eligible Camelback Truss

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007802365	SD00-337	1	Saunders	1950 (pre-1920 construction date assigned based on visual evidence)	Significant representative example of an early truss type that was uncommon in Nebraska.

Parker truss

Seven Parker truss bridges were identified for field survey. Of these, two have an assigned year-built date before 1947 and five have an assigned year-built date within the subject period. The Parker truss, a long-span subtype of the Pratt truss, was developed in the mid-nineteenth century; however, the bridge type was never commonly used in Nebraska. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* evaluated 14 early Parker truss bridges; four were determined eligible for the National Register, of which three are extant.

The Parker trusses were surveyed because they represent a truss configuration not commonly used in Nebraska. Character-defining features of the Parker truss during the subject period include the polygonal top chord, verticals in compression and diagonals in tension, inclined end posts, steel construction, heavier bridge members, gusset plates at the connections, and rigid (usually riveted) connections.

None of the Parker truss bridges constructed during the subject period are recommended eligible for the National Register under *Criterion C* because they are undistinguished examples of an established bridge type with no distinctive engineering features; three were built using NDOR's standard detail plans.

Pratt truss

The Pratt truss was developed in the mid-nineteenth century and used in Nebraska throughout the subject period. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* identified 442 early Pratt truss bridges; 30 were determined eligible for the National Register. Of these, 22 are extant. For this study, 59 Pratt trusses, including 50 pony trusses and nine overhead trusses, were identified for field survey and further consideration for National Register eligibility based on overhead arrangement, connection type, and unusual length of main span or structure. Character-defining features of the Pratt truss during the subject period include the Pratt truss arrangement, verticals in compression and diagonals in tension, parallel top and bottom chords, heavier members, gusset plates at connections, and pinned or riveted (rigid) connections. Of the 59 Pratt truss bridges surveyed, 25 with reconstruction dates within the subject period were confirmed to have been constructed prior to the subject period and thus had been evaluated in previous studies. The remaining 34 have year-built dates during the subject period; however, field survey and analysis indicated that many were constructed prior to 1947. Because these bridges were reported to be built post-1946, they were not evaluated in previous studies. Of the Pratt trusses constructed during the subject period, five are recommended eligible for the National Register for the engineering features they incorporate in this established bridge type.

Two Pratt trusses (S094 00025, Thurston County; S067 05206, Otoe County) are recommended eligible for the National Register under *Criterion C* as long examples of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1951 and 1955, both have main spans longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floor beams) for the entire length of the bridge. In these two examples, the trusses are aligned for all panels (with perpendicular floor beams) except the end panels, which are skewed. Both bridges retain integrity of materials, design, and workmanship.

Bridge C007614620 is recommended eligible for its exceptional engineering for the type, involving number of spans and length of main span. Most rigid-connected Pratt pony truss bridges are single spans or single main spans with girder (non-truss) approach spans. This bridge includes three rigid-connected (riveted) Pratt pony-truss spans. In addition, this example has a main span of 101 feet, which is exceptionally long for a pony truss and especially a pony truss with parallel top chords instead of polygonal top chords. It retains its integrity of materials, design, and workmanship.

Bridges C001123405 and C001111435, Burt County, are recommended eligible because they demonstrate a significant technological innovation within the bridge type. Both bridges, constructed in 1960 and 1961, respectively, have welded connections instead of pinned or riveted connections. Each truss of each bridge was fabricated offsite in two all-welded halves using rolled beams. The halves were transported to the site and bolted together during the erection process. While all-welded bridge fabrication was employed nationally beginning in the 1930s and 1940s, it was rarely used in Nebraska and then usually for built-up girder bridges. Welded connections required a testing technology to ensure safe and secure welds, and bridge welding was beyond the capability of general welding shops. These two examples are the only all-welded truss bridges identified in Nebraska. In addition to representing an innovative technology, they also point to the existence of a local or regional fabricator with the sophisticated arc-welding capability necessary for safe bridge work. Both bridges retain integrity of materials, design, and workmanship.

The remaining Pratt truss bridges are recommended as not eligible for the National Register under *Criterion C*. These were determined not eligible because they are undistinguished examples of an established bridge type without any indication of distinctive engineering features.

**Table 4
Eligible Pratt Truss**

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S094 00025	TS00-101	3	Thurston	1955	Unusual span or structure length indicating exceptional engineering for the site; skewed portal is a special engineering feature.
S067 05206	OT05-011	1	Otoe	1951	Unusual span or structure length indicating exceptional engineering for the site; skewed portal is a special engineering feature.
C007614620	SA00-207	1	Saline	1961 (pre-1940 construction date assigned based on visual evidence)	Exceptional engineering reflected in three-span structure with unusually long main span for type.
C001123405	BT00-099	3	Burt	1960	All-welded truss fabrication represents a rare Nebraska example of an innovative technology.
C001111435	BT00-098	3	Burt	1959	All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

Warren truss

The Warren truss was developed in the late nineteenth century and continued to be used into the subject period. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* evaluated 46 early Warren truss bridges; 12 were determined eligible for the National Register, of which seven are extant. Warren trusses from the subject period were selected for field survey under *Criterion C* if they represented an unusual arrangement (overhead), length greater than 100 feet for pony trusses, or 160 feet for overhead trusses. Twelve Warren trusses were identified for field survey and further consideration for National Register eligibility. Six of the field survey bridges were constructed prior to the subject period and have a reconstructed date within the subject period. These are not being reevaluated because their design and construction are consistent with those pre-dating the subject period and they were included in the earlier study. Six have a year-built date within the subject period and these have been evaluated for National Register eligibility. Most of these are similar in design and construction (including member size) to pre-1947 Warren trusses. Character-defining features of the Warren truss during the subject period include parallel top and bottom chords, inclined end posts, diagonals in tension, heavier members, steel construction, gusset plates at the connections, and riveted connections. Significant variations of the Warren truss type include polygonal top chords, double-intersection trusses, and deck-truss arrangements.

One Warren truss bridge (C007423310, Richardson County) is recommended eligible for the National Register under *Criterion C* because it represents a significant variation of features within the bridge type. Bridge C007423310 features a polygonal top chord, a significant variation within the type, and a long main span (100 feet) that represents the maximum span length for the type in the subject period. The bridge retains its integrity of materials, design, and workmanship.

The other Warren truss bridges are recommended as not eligible for the National Register under *Criterion C*. These bridges were determined not eligible because they are undistinguished examples of an established bridge type and do not have distinctive engineering features.

**Table 5
Eligible Warren Truss**

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007423310	RH00-540	1	Richardson	1953	Polygonal top chord represents significant variation within type; span length represents maximum possible for this type.

Prefabricated modular truss

One prefabricated modular truss was identified for field survey and further consideration for National Register eligibility. Prefabricated modular designs were developed largely in the 1930s for temporary crossings, usually for military use. The most well-known example is the Bailey Bridge, patented in 1934 by Sir Donald Bailey, a British military engineer. Variations of the Bailey Bridge



continue to be used today, as are other types of prefabricated trusses, some of which were developed for civilian use. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* did not evaluate prefabricated modular bridges.

The modular truss bridge (C005401905P, Knox County) was selected for field survey under *Criterion C* because it is an uncommon type and is recommended eligible for the National Register under *Criterion C*. Bridge C005401905P is the only prefabricated modular truss identified in Nebraska. It is not a Bailey Bridge, although it is similar in concept and function. It retains integrity of materials, design, and workmanship. This bridge appears to be a World War II or post-war, prefabricated modular bridge, designed for easy assembly, disassembly, and relocation. It can be utilized in different span lengths, depending on the number of modules employed. The modules, which are manufactured as truss-end units (with one sloped chord) or as center-span units (parallel chords), are joined together with large cotter-pin connectors. The size and connection of module members allow the truss to be erected in either a deck or pony truss arrangement, thus adding to the flexibility of the design. The Nebraska example is installed in a deck-truss arrangement, making it particularly unusual because deck trusses of any type are rare both in Nebraska and nationally. Following an informal national search among bridge historians and preservationists, similar prefab modular examples of this bridge were identified in Arkansas and Texas. The two Arkansas examples are listed in the National Register, but none of the examples have documented the original fabricator, manufacturer, designer, or date of current installation.

Table 6
Eligible Prefabricated Modular Truss

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C005401905P	KX00-358	3	Knox	1946/1965	Nebraska's only example of a prefabricated modular truss design that is uncommon nationally.*

* Also recommended eligible under *Criterion A*, see Section 5.

B. Slab and beam/girder bridges

Concrete slab

Of the 235 concrete slabs in BISON from the subject period, 27 examples were identified for field survey because of their unusual length and/or number of spans, and were evaluated under *Criterion C*. The concrete slab bridge type was introduced prior to the subject period and was a prevalent bridge type in Nebraska both before and during the subject period. The character-defining feature of this type is the cast-in-place, reinforced concrete, flat slab. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* reviewed 16 concrete-slab bridges, resulting in National Register listing of one example, which is extant.

The concrete-slab bridges reviewed for this study are recommended as not eligible for the National Register under *Criterion C* because they are common examples of an established bridge type without any indication of distinctive engineering features.

Concrete multi-beam

Of the 20 concrete multi-beam bridges in BISON from the subject period, three were selected for field survey because of their unusual length and/or number of spans, and were evaluated for the National Register under *Criterion C*. The multi-beam type was introduced prior to the subject period and was a prevalent bridge type in Nebraska. The character-defining feature of this type is multiple (three or more) reinforced concrete beams, each equally supporting, but not integrated with, the deck, which only distributes live loads to the girders. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* did not consider concrete multi-beam bridges, even though there are examples with pre-1947 year-built dates. This bridge type was commonly used after 1965.

Of the three bridges field-surveyed, one was identified as a channel beam and one as a tee beam, thus moving each from the multi-beam discussion to its correct type, where it is now included in the discussion. The third bridge, plus one additional bridge (recorded in BISON as a concrete girder and floor beam system bridge, but identified during field survey as a concrete multi-beam), are recommended not eligible for the National Register under *Criterion C* because they do not represent technological or engineering advances for the type or have distinguishing technological features.

Concrete girder and floor beam system

Two concrete girder and floor beam system structures were recorded in BISON and selected for field survey. Field survey identified one as a concrete multi-beam and the other as a prestressed concrete girder; each is now included in the discussion of its type. As a result, no concrete girder and floor beam system bridges were identified within the subject period.

Concrete tee beam

Of the 13 concrete tee beams recorded in BISON for the subject period, eight were selected for field survey because of their unusual length and/or number of spans, and were evaluated under *Criterion C*. The concrete tee-beam bridge type was introduced prior to the subject period and was a common bridge type in Nebraska. The character-defining feature of the concrete tee beam is a slab integrated with longitudinal beams to create a tee section. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* did not consider concrete tee-beam bridges. Although constructed in limited numbers during the subject period, BISON records 76 concrete tee beams constructed after 1965.

One concrete tee beam (S006 30732, Lancaster County) is recommended eligible for the National Register under *Criterion C* as a significant representative example of the concrete tee-beam type with an exceptional structure length. The bridge is an intact variable-depth concrete continuous structure with three spans and a 160-foot overall length. The structure length indicates an engineering design at an exceptional length for this type in order to accommodate site-specific

issues at the crossing. The variable-depth beams are designed with an aesthetically pleasing curve along the beam soffit, or bottom edge, a design element requiring additional design and construction effort and expense. The bridge retains integrity of materials, design, and workmanship.

**Table 7
Eligible Concrete Tee Beam**

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S006 30732	LC00-144	1	Lancaster	1954	Bridge includes special feature of variable-depth beams with curved bottom edges, indicating additional engineering effort and expense for special aesthetic effect for this bridge type; structure length also indicates additional engineering and construction effort to accommodate this site.

Concrete rigid frame

The four concrete rigid-frame bridges recorded in BISON for the subject period were selected for field survey because they represent an uncommon type with limited use during the subject period, and were evaluated under *Criterion C*. The concrete rigid-frame bridge type was established prior to the subject period. The character-defining feature of the concrete rigid frame is the integrated design and construction of the vertical and horizontal elements, creating one homogenous unit. The previous 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* identified nine rigid-frame structures, resulting in six National Register listings; all are extant.

The four concrete rigid frames were determined not eligible for the National Register under *Criterion C* because they are common examples of an established bridge type with no distinctive engineering features. Although these examples are longer and have more spans than previously listed rigid frames, they post-date the period of significance for this bridge type (1920s-1950). The four rigid frame examples also lack the aesthetic treatment found in earlier examples.

Concrete channel beam

The three concrete channel beams recorded in BISON for the subject period were selected for field survey because of their uncommon type and limited use during the subject period, and were evaluated under *Criterion C*. The concrete channel beam bridge type was established prior to the subject period. The character-defining feature of this type is the use of adjacent, inverted-U-section, reinforced concrete beams. The channel-beam bridge can be distinguished from a tee-beam bridge by the longitudinal seam or joint visible along the soffit or bottom edge of each beam-like element (stem) in the superstructure, reflecting the separation between adjacent channel beams. The previous 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory*



Update did not consider concrete channel beam bridges. Constructed in extremely limited numbers during the subject period, the concrete channel beam remained an uncommon type after the subject period. BISON records only 37 concrete channel beams constructed after 1965. Engineers considered the channel beam formwork to be more complicated and expensive, and therefore less desirable than other, simpler, types of concrete beams.

Of the three concrete channel beam bridges, one was determined to post-date the subject period.⁷ The two remaining concrete channel-beam bridges (C005303505, Kimball County; and C005506445, Lancaster County) are recommended eligible for the National Register under *Criterion C* as early, significant examples of an uncommon bridge type during the subject period. Both bridges retain integrity of materials, design, and workmanship.

Table 8
Eligible Concrete Channel Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C005303505	KM00-102	5	Kimball	1960	Significant, early example of this uncommon type.
C005506445	LC00-138	1	Lancaster	1963	Significant, early example of this uncommon type.*

*Also recommended eligible under *Criterion A*, see Section 5.

Concrete continuous box beam

The two concrete continuous box beam bridges in BISON were identified for field survey because they are an uncommon type, and were evaluated under *Criterion C*. The concrete continuous box beam bridge type was introduced prior to the subject period, but was not commonly used in Nebraska or nationally before 1950. According to *Concrete Box Girder Bridges*, published in 1977 by the American Concrete Institute and Iowa State University Press, only four states constructed box-beam bridges before 1950, although their popularity had increased nationally by the 1960s, particularly in the west. The reinforced concrete box beam type is not included in the national historic bridge study, *A Context for Common Historic Bridge Types*, prepared in 2005 for the Transportation Research Council. The previous 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* did not consider concrete box beam bridges. No bridges of this type are recorded in BISON prior to the subject period, and a limited number (18) are recorded with year-built dates after 1965.

⁷ Subsequent to field survey, information from the Scotts Bluff county engineer determined that bridge C007934910 was built in 1975, not 1965 as recorded in BISON. This bridge, therefore, is outside the subject period and has been excluded from further consideration.

The character-defining feature of the concrete box beam is the hollow, box-shaped, longitudinal beam, which was designed and arranged in many variations, including round or rectangular interior void, variable depth or not, with or without deck, and adjacent or spread.

Both concrete continuous box beams (S012 08127, Keya Paha County and S012 20744, Cedar County) are recommended eligible for the National Register under *Criterion C* because they are the earliest known extant examples of the concrete continuous box beam type in the state. Both have variable depth box beams with curved soffits, giving each design an aesthetically pleasing appearance. Both bridges retain integrity of materials, design, and workmanship.

Table 9
Eligible Concrete Continuous Box Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S012 08127	KP00-103	8	Keya Paha	1957	Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.
S012 20744	CD00-334	3	Cedar	1959	Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

Steel beam and girder bridges

Simple, cost-effective, and easily widened, steel beam and girder bridges were widely used by both state and county highway engineers in Nebraska. BISON includes 618 bridges from this subject period, by far the largest proportion (44 percent), by type, of the bridges erected in Nebraska from 1947 to 1965. Because many have been altered over the years by rebuilding substructure elements, widening decks, and replacing railings, 125 were selected for field survey. During field survey, four bridges were identified to be replaced or were in the process of replacement and therefore did not require evaluation.

As identified in BISON, steel beam and girder bridges are subdivided into four primary types: non-continuous (simple) spans with multiple beams or girders (type 302), continuous spans with multiple beams or girders (type 402), non-continuous (simple) spans with floor beam systems (type 303), and continuous spans with floor beam systems (type 403). Characteristic features of these four types were introduced long before the subject period and all were established bridge types by 1947. In the 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update*, the floor beam system is identified as a transverse-joist system.

The bridges with floor beam systems (303 and 403) have two large longitudinal beams or girders at the outside edges of the deck and employ an arrangement of floor beams and stringers between the girders to support the deck. This two-girder with floor beam system was used less frequently as the

multi-beam design (302 and 402) grew in popularity during the subject period. In the multi-beam design (302 and 402), which has three or more longitudinal beams of equal depth and no floor beams or stringers, the multiple beams support the deck directly, without floor beams and stringers. The advantages of this design over the floor beam design are two-fold: it requires less material and labor and the additional beams provide built-in redundancy.

Most of Nebraska's steel beam and girder bridges have a deck-girder configuration. A through-girder configuration can exist only in the two-girder, floor system design (303 and 403) and is rare in highway bridge design. In steel beam-and-girder bridges with multiple spans, cantilevering may be used, as well as continuous design, to achieve longer spans with greater economy. Both continuous and cantilever features were introduced in the 1930s. Because these innovations pre-date the subject period, their use in subject-period bridges is less significant than a newly introduced material or technique.

Steel beams and girders are produced by two methods, rolled and built-up, both developed in the mid-nineteenth century. Rolled I-beams were first used for American highway bridges after World War I, and Nebraska began using I-beams for spans up to 75 feet in 1927. When a bridge design requires a beam that is larger than a steel rolling mill can produce, the member is fabricated or "built up" by assembling steel plates into an I-beam section with flange plates at the top and bottom and a web plate between the flanges. When it is built-up in this way, the member is generally known as a girder instead of a beam. Built-up girders are more expensive than comparable rolled beams because they require more material and labor, and, therefore, are less commonly used. They are found in longer-span bridges, for the most part.

Until arc welding was used in the 1930s, riveting was the only method for assembling built-up bridge girders. Welded girders were more cost-effective than riveted girders because web and flange plates could be welded together directly, without the use of angle sections required by the riveting method to make the connections. Thus, the amount of materials and labor was reduced. New testing technology was required to verify safe and permanent welds, but once the testing techniques were established, and national welding specifications distributed, welding became the accepted technology for fabrication of built-up girders. Welding for highway bridges in the US lagged behind Europe, where all-welded bridge construction was developed in the 1930s. Bridge welding was a latecomer to the US and Nebraska, where built-up girders continued to be riveted through the 1940s and, occasionally, into the 1950s. Nebraska constructed its first all-welded, plate-girder bridge in 1953, followed by additional examples through the 1950s and after. Welding is the only innovative material or technology for steel beam and girders introduced during the subject period.

Steel beam-and-girder bridges were evaluated for National Register eligibility based on their beam-girder type (rolled or built-up), technology (welded or riveted), age, span length, and design features. For the purpose of this study, an all-welded bridge is defined as one with girders fabricated by welding.

Steel rolled-beam bridges

Of 125 steel beam-and-girder bridges selected for field survey, 102 were fabricated with rolled I-beams. The four bridges described below are recommended as eligible for the National Register.

Two simple-span, steel beam bridges with unusual prefabricated jack-arch deck systems (C001424535, Cedar County, and C008900605, Washington County) are recommended eligible for the National Register under *Criterion C*. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for reinforced concrete deck slabs. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. These are the only jack-arch bridges identified in the survey.

One five-span, steel beam bridge (S053 00412, Thayer County) is recommended eligible for the National Register under *Criterion C* as an early example of a design that utilizes cantilever and continuous spans, a combination of special engineering features. With unaltered sheet pile and concrete piers and intact original railings, this bridge retains excellent integrity.

A cantilevered steel stringer bridge with a floor beam system (C007600505, Saline County) is recommended eligible for the National Register under *Criterion C*. The structure's retention of the typically older two-girder/floor beam system, and unusually short cantilever arms, represents one county's adaptation of the cantilever designs developed by state highway engineers during subject period.

The remaining steel rolled-beam bridges are recommended as not eligible for the National Register under *Criterion C* because they are simple, undistinguished, single-span examples of an established bridge type and there is no evidence of engineering innovation or special features.

Table 10
Eligible Steel Rolled-Beam Bridges

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C001424535	CD00-332	3	Cedar	1955	One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.
C008900605	WN00-261	2	Washington	1955	One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.
S053 00412	TY00-270	4	Thayer	1947	Significant early and highly intact example of a combined cantilever/continuous-span design.
C007600505	SA00-203	1	Saline	1950	Significant county adaptation of cantilever design, with extremely short cantilever arms and simple pinned hinges.

Steel built-up girder bridges

Nineteen beam-and-girder bridges were determined to have superstructures with built-up girders and were field-surveyed. Of that number, 15 were determined to have all-welded girders and four were determined to have riveted girders. No built-up girder bridges in this group followed standard plans for superstructures, although the state-designed bridges used some details from standard plans.

The 15 all-welded examples include bridges with year-built dates from 1953 through 1965. The earliest example (C007403435P, Richardson County) was built in 1953 and is recommended eligible for the National Register under *Criterion C*. It is the earliest known all-welded steel girder bridge in the state and is contemporaneous with Nebraska's first all-welded state bridge, which was discussed in the NDOR annual report at the time.⁸ This 305-foot, three-span, skewed, continuous structure has three lines of welded, built-up girders with diaphragms. The girders are slightly deeper over the piers. Although the original railing has been replaced, the bridge retains complete design and construction integrity for the welded, built-up girders and sufficient historic integrity to be eligible for the National Register.

⁸ This state bridge was identified in NDOR annual reports without locational information and was not identified in an analysis of BISON. Therefore, it is believed to be nonextant.

Bridge S050 00179 (Pawnee County) is a significant representative example of the state-designed, all-welded, steel girder type and is recommended eligible for the National Register under *Criterion C*. It also is the earliest extant state example of the all-welded steel girder type. This multi-girder (type 302) bridge has four all-welded, built-up girders with steel diaphragms, composite decks, and concrete abutments. It retains its original No. 10 gage, Flex-Beam guard railings. It retains complete design integrity and is believed to be one of a group of early, all-welded girder bridges completed or under contract by the state by 1956, according to an NDOR annual report.

Bridge S044 05113, an urban viaduct in Kearney, Buffalo County, is recommended as eligible for the National Register under *Criterion C*. It represents an innovative use of welding to create a built-up girder that has adequate load-carrying capacity, but is shallow enough to conform to under-deck clearance requirements and bridge height and length constraints. With a 26-inch web, the all-welded, built-up girders are within the general size range for rolled beams, but are fabricated to specifications apparently not available in rolled beams. With the exception of a replaced railing, the bridge retains full design integrity.

Among the four field-surveyed bridges with steel, riveted, built-up girders, one is a continuous multi-girder type (402), one is a continuous girder with floor system (403), and two are single-span, through-girder types with floor beam systems (303). The continuous deck-girder bridges are examples of a type that pre-dates the subject period and for which earlier examples are extant. These bridges are recommended not eligible.

The two through-girders (C007601330, Saline County, and C007801415, Saunders County) are rare surviving examples of an "important indigenous Nebraska structural type," according to the 1996 *Nebraska Historic Bridge Inventory Update* and are recommended eligible for the National Register under *Criterion C*. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007601330 has a year-built of 1927 and a year-reconstructed of 1960, and Bridge C007801415 has a year-built of 1965 with no year-reconstructed date. The construction dates of these bridges are uncertain and it is possible that they predate the subject period and were relocated to their current sites in the 1960s. The two bridges have very similar built-up through girders, as each is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

The other steel built-up girder bridges are recommended as not eligible for the National Register under *Criterion C*. These were determined not eligible because they are undistinguished examples of an established bridge type. They continue the built-up girder technology exemplified best in the eligible earlier examples and show no evidence of engineering innovation or special features.

**Table 11
Eligible Steel Built-Up Girder Bridges**

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007403435P	RH00-538	1	Richardson	1953	Earliest all-welded steel girder bridge in Nebraska, erected same year as earliest welded state bridge. Significant representative county example of type.
S050 00179	PW00-357	1	Pawnee	1954	Earliest extant all-welded state bridge with substantial integrity.
S044 05113	BF05-658	4	Buffalo	1960	A viaduct featuring innovative use of welding to fabricate a series of built-up girders of varying plate sizes to accommodate site constraints.*
C007601330	SA00-204	1	Saline	1927/1960 (1927 is believed to be the construction date; 1960 is believed to be a relocation date)	Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).
C007801415	SD00-335	1	Saunders	[c1927]/1965 (c1927 construction date assigned based on visual evidence; 1965 is believed to be a relocation date)	Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

* Also recommended eligible under *Criterion A*, see Section 5.

Timber stringer

Of the 293 timber stringers in BISON from the subject period, 14 timber stringer bridges were identified for field survey because of their unusual length and number of spans, and were evaluated under *Criterion C*. The timber stringer bridge type was introduced prior to the subject period and was a prevalent bridge type in use in Nebraska. The character-defining feature of this type is the use of

longitudinal timber beams. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* found two timber stringer bridges eligible for the National Register. Both bridges have been replaced.

One timber stringer (C003744110, Gosper County) is recommended eligible for the National Register under *Criterion C*. This bridge is recommended eligible because it is a significant representative example of the timber stringer type with a long structure length (154 feet). It illustrates the county's effort to solve an engineering problem by simple and economical means. The structure length indicates an effort by the county to achieve maximum use of this simple, inexpensive bridge type. Bridge C003744110 retains integrity of materials, design, and workmanship. This would be the state's only National Register-eligible example of the timber-stringer type, which was widely used by Nebraska counties.

The other timber stringers are recommended not eligible for the National Register under *Criterion C* because of altered substructures, added main members, or other alterations affecting historical integrity. Moreover, all are undistinguished examples of an established bridge type without any indication of distinctive engineering features.

Table 12
Eligible Timber Stringer

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C003744110	GO00-061	7	Gosper	1963	Significant representative example of an economical bridge type widely used by counties, with long overall structure length.

C. Prestressed concrete bridges

Prestressed concrete bridge design was introduced nationally in the 1950s, following the 1949 construction of the first prestressed concrete bridge in the US, the Walnut Lane Bridge in Philadelphia, Pennsylvania. The introduction of prestressed concrete to bridge design is a significant technological advancement within the subject period. Prestressed concrete components were manufactured and used in Nebraska in the mid-1950s. Standard plans for prestressed concrete bridges were not fully developed by NDOR until 1958.

At least two companies supplied NDOR and county highway departments with prestressed concrete structural members for bridge projects in the 1950s. Wilson Concrete Company began operations in 1905 in Red Oak, Iowa, and was the first producer of reinforced concrete pipe in the US. The company expanded to include 17 operations in prestressed concrete products, concrete pipe, and pre-mix concrete in the Midwest. Three of Wilson Concrete Company's four prestressed concrete plants were located in Nebraska, two in Omaha, and one in Grand Island. Wilson Concrete was one of the first companies in the US to use prestressing metal strands in its concrete products.

Nebraska Prestressed Concrete Company (NPCC) in Lincoln was founded in 1955 to supply prestressed concrete bridge components for the new Interstate System. From the beginning, NPCC supplied prestressed bridge beams for state and county projects in Nebraska. The company also produced prestressed structural materials for many types of buildings in Nebraska and other states. The company continued to grow throughout the 1960s and 1970s, and became Concrete Industries, Inc. in 1974.

Prestressed concrete multi-beam

Of the 98 prestressed concrete multi-beam bridges in BISON within the subject period, 22 were identified for field survey because of their early (pre-1960) construction date, representing the introduction of this material and technology in Nebraska, and exceptional span length, and were evaluated under *Criterion C*. The prestressed concrete multi-beam type was introduced during the subject period as a technological innovation in concrete and first used in Nebraska in 1955. However, prestressed concrete bridges generally represent a relatively small number of bridges constructed in Nebraska during the subject period. Prestressed concrete became a more prevalent construction material after the subject period. The character-defining feature of this type is the use of prestressed concrete beams, the essential component of the superstructure, supporting a concrete deck slab.

Two prestressed concrete multi-beam bridges are recommended eligible for the National Register under *Criterion C*. Bridge S022 06567, Nance County, is recommended eligible because it has been identified as a significant early representative example of the type in the state. The bridge was built in 1957, prior to NDOR's issuance of its first standard plan for prestressed concrete beams (1958). The bridge retains integrity of its essential superstructure component, the prestressed concrete beams; the original railing has been replaced with a concrete barrier railing, which does not alter the historic engineering integrity.

Bridge S080 23113 in Dawson County, built in 1964, is recommended eligible because it represents a complex engineering solution applied to a specific location. This location required a curved roadway at the crossing. A prestressed concrete beam cannot be curved, but a curved deck can be built on a prestressed concrete beam superstructure, an engineering feature that is more difficult and expensive to design and build than a straight deck. This bridge has the only curved deck on a prestressed concrete superstructure identified in the state within the subject period. Standard plan 1660-C was modified to accommodate the super-elevated deck curve.

The other prestressed concrete beam bridges are recommended not eligible for the National Register under *Criterion C* because year-built dates post-date NDOR's first standard plan for prestressed concrete girders (1958), resulting in examples of an established bridge type without distinctive engineering features.

Table 13
Eligible Prestressed Concrete Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S022 06567	NC00-189	4	Nance	1957	Significant, early representative example of the use of prestressed concrete in Nebraska, a new bridge material and technology.
S080 23113	DS00-047	6	Dawson	1964	Significant example of a special site-specific engineering feature: a curved deck on a prestressed concrete beam superstructure.

Prestressed concrete tee beam

The two prestressed concrete tee beams in BISON were identified for field survey as uncommon types during the subject period and were evaluated under *Criterion C*. The prestressed concrete tee beam bridge type was introduced during the subject period as a technological innovation in concrete. Prestressed concrete bridges represent a relatively small number of bridges constructed in Nebraska during the subject period. After the subject period, usage of the prestressed concrete tee beam increased and the type became more prevalent. The character-defining feature of the prestressed concrete tee beam is a slab integrated with longitudinal beams.

One prestressed concrete tee beam (C008910905, Washington County) is recommended eligible for the National Register under *Criterion C*. This bridge is recommended eligible because it is one of the earliest extant examples of the use of prestressed concrete in bridge design and construction in Nebraska. It also is an early example of the prestressed concrete tee-beam type from the subject period. Although constructed in extremely limited numbers during the subject period, 441 prestressed concrete tee beams were constructed after 1965 according to BISON. Bridge C008910905 retains its integrity of materials, design, and workmanship.

Table 14
Eligible Prestressed Concrete Tee Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C008910905	WN00-271	2	Washington	1955	Significant early representative example of the use of prestressed concrete in Nebraska and for this type.

Prestressed concrete channel beam

The two prestressed concrete channel beams in BISON from the subject period were identified for field survey as an uncommon type and were evaluated under *Criterion C*. The prestressed concrete channel beam bridge was introduced during the subject period as a technological innovation in

concrete, expanding the span-length capability of the earlier reinforced concrete channel beam that was not prestressed. Prestressed concrete bridges represent a relatively small number of bridges constructed in Nebraska during the subject period and the prestressed channel beam in particular was rarely used. Historically, it appears that the channel beam was a transitional type as engineers and fabricators moved toward prestressed box beams and double-tee beams. The character-defining feature of this type is the incorporation of adjacent, inverted U-section, prestressed beams.

Both prestressed concrete channel beams (C007203810, Polk County and M018503610, Morrill County) are recommended eligible for the National Register under *Criterion C* as significant early examples of an uncommon bridge type from the subject period. The prestressed concrete channel beam never has become a prevalent bridge type in Nebraska and there are no post-1965 prestressed concrete channel beams recorded in BISON. Both bridges retain their integrity of materials, design, and workmanship.

Table 15
Eligible Prestressed Concrete Channel Beams

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007203810	PK00-218	4	Polk	1956	Significant early example of uncommon type in Nebraska utilizing new material and technology.
M018503610	M003-063	5	Morrill	1955	Significant early example of uncommon type in Nebraska utilizing new material and technology.

Prestressed concrete box beams

BISON records four prestressed concrete box beams within the subject period. The four are multiple (adjacent) beam types and were selected for field survey because they are an uncommon type, and were evaluated under *Criterion C*.

The prestressed concrete box beam bridge was introduced during the subject period as a technological innovation in concrete design and production. It evolved from the tee beam and channel beam types to produce a design that was capable of achieving longer span lengths. One advantage over the other types was the addition of the bottom (soffit) slab, which allowed the use of additional prestressing strands, thus increasing the potential maximum span length. The multiple box-beam bridge, where the beams are arranged adjacent to each other, had the advantage of using the concrete top of the beams as the driving surface. In later configurations the box beams were separated, in a configuration known as a “spread box-beam bridge,” and a concrete deck slab was added.

Prestressed concrete bridges in general, and prestressed box beams in particular, represent a very small number of bridges constructed in Nebraska during the subject period. Only nine post-1965 prestressed concrete box beams of any type are recorded in BISON. Character-defining features of



the prestressed concrete box beam include box-shaped longitudinal beams in either adjacent (multiple) or spread configuration, and in either continuous or non-continuous arrangement.

Three prestressed concrete box beams (C005500505, C005501110, and C005513170, Lancaster County) were designed and produced simultaneously in 1959 for Lancaster County by the NPCC in Lincoln. They were the firm's first prestressed bridge beams produced for a county highway department and among NPCC's first prestressed bridge beams for any client. NPCC had been founded in 1955 to supply prestressed concrete products for the new Interstate System. They didn't produce any bridge beams until 1958 and 1959, focusing instead on buildings and other structures, including the design and construction of their own production facility in Lincoln.

Bridge C005501110 (Lancaster County) is recommended eligible for the National Register under *Criterion C*. Built in 1959, this multiple prestressed concrete box-beam bridge was determined eligible as an example of a very uncommon type, as one of Nebraska's earliest extant prestressed concrete box-beam bridges designed by a county highway engineer, and as a representative of the first prestressed bridge products of a pioneer Nebraska prestressed concrete manufacturer. Bridge C005501110 is the longest of the NPCC's three 1959 bridges for Lancaster County and represents the design potential of the prestressed box beam for producing longer spans than earlier types. The bridge retains integrity of materials, design, and workmanship.

Bridge C005560320 (Lancaster County) is recommended eligible for the National Register under *Criterion C*. Built in 1964 by NPCC, this multiple prestressed concrete box-beam bridge is a significant representative example of a multiple-span type of prestressed box-beam construction, a very uncommon type in Nebraska. It was produced by NPCC and is the only multiple-span example of a prestressed concrete box beam from the subject period.

The remaining prestressed concrete box-beam bridges are recommended not eligible for the National Register because of their shorter span lengths and single-span configurations, which do not demonstrate the longer-span engineering capacity of the box-beam type. They do not represent any additional engineering features or innovations.

Table 16
Eligible Prestressed Concrete Box Beams

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C005501110	LC00-133	1	Lancaster	1959	Significant representative example of a prestressed concrete box beam that demonstrates the longer-span capability of the type; earliest example of type in state; very early example by major Nebraska producer of prestressed concrete bridge products.
C005560320	LC00-143	1	Lancaster	1964	Significant multi-span example of a very uncommon prestressed concrete bridge type.*

* Also recommended eligible under *Criterion A*, see Section 5.

5. Recommendations for National Register Eligibility of Bridges Constructed Between 1947 and 1965 Applying Criterion A

Bridges may be eligible under *Criterion A* if they are associated with important events or trends that have made a significant contribution to the broad patterns of Nebraska history. Bridges must have an important and direct association with the event or trend. Forty-three bridges in the subject period were identified for field survey for potential association with a significant historic context listed below. Six bridges are recommended eligible under *Criterion A*. Four of these are also recommended eligible under *Criterion C* related to engineering. Eligibility recommendations were determined by representatives of FHWA, NDOR, and SHPO.

A. Transportation

Bridges carrying major transportation corridors, including the Interstate Highway System and state and regional highway networks such as US 81, US 20, and US 34 were surveyed for their potential association with major state and federal transportation initiatives or the establishment and/or continued success of these routes.

One bridge (C005401905P, Knox County) is recommended eligible under *Criterion A* for its association with transportation. Bridge C005401905P is a Warren deck truss (1946/1965) that appears to be a post-World War II, prefabricated modular bridge, similar in concept and function to the well-known Bailey bridge, a military prefab bridge that continues in use today. Believed to be a military-surplus portable structure, Bridge C005401905P provided an economic solution to Knox County's transportation and bridge-building program immediately following World War II.

Although other bridges carry or cross major transportation corridors, they are not significant simply because of their presence within a transportation network. Individual bridges are components in the overall transportation system, and they did not direct or influence the evolution of these highway networks.

Bridges carrying the Interstate Highway System are exempt from the Section 106 process and listing in the National Register, except for a limited number of FHWA-identified individual elements of the system. This exemption went into effect in 2005. Therefore, bridges carrying the Interstate are recommended not eligible under *Criterion A* for the National Register.

B. Economic development

The economic development context address bridges whose construction stimulated economic development and significantly affected commerce and industry in a region or city during the subject period. No bridge examples were identified that had a direct and significant contribution to stimulating economic development or significantly affecting commerce and industry in Nebraska.

C. Community planning and development

The community planning and development context considers bridges designed and constructed as part of a comprehensive plan for a community or city during the period. In particular, viaducts in urban settings that cross railroad and/or water features and bridges that required grade-separation projects to span existing transportation facilities within and surrounding communities were surveyed. Bridges with exceptional structure length (greater than 300 feet) or an exceptional main-span length (greater than 100 feet) in urban areas were surveyed and considered for their potential to convey an association with community and urban planning.

Three bridges are recommended eligible under *Criterion A* for their association with community and urban planning. Bridges C007922815R, Scotts Bluff County; S044 05113, Buffalo County; and U142503410P, Lancaster County are recommended eligible as examples of frequently used bridge types adapted for a particular urban setting. Built in 1950, Bridge C007922815R accommodates a pedestrian walkway on one side and conforms to its community setting. The original ornamental steel railing remains in place. This highly intact structure represents an urban adaptation of a common post-World War II bridge type. Bridge S044 05113 is an urban viaduct utilizing a welded built-up girder. Although it does not retain its original railings, this bridge retains its overall design integrity which conforms to its urban setting. This viaduct is significant for its association with the important railroad development in the city of Kearney, where the Union Pacific and the Burlington & Missouri (later CB&Q) connected national east-west rail networks. As such, it represents the city's adaptation of street development with railroad development. Bridge U142503410P is a prestressed concrete girder structure with unusual width to accommodate sidewalks and terraces. The bridge was built in 1959 to accommodate pedestrian traffic from a nearby high school and future roadway widening.

D. Social history

The social history context includes structures directly associated with significant social programs of the subject period. No examples were identified that had a direct association with significant social events or trends.

E. Agriculture

This context addresses structures that facilitated the transfer of agricultural goods to market on farm-to-market roads and structures related to irrigation projects during the subject period. Bridges constructed along historically significant canals and reservoirs, including the Sherman Reservoir Canal, Farwell Canal, Tri-County Canal, and Tri-State Canal, were surveyed and considered for their potential association with agricultural development in Nebraska. Seven bridges in Sherman and Valley Counties (C008214515, C008801505, C008804010, C008810910, C008811115, C008814210, and C008814413) may be eligible under *Criterion A* as contributing resources of a large-scale irrigation project and canal system for their association with the Sherman Reservoir Canal and Farwell Main Canal. However, these bridges are not recommended as individually eligible. Beginning with an investigative survey in 1955, the U.S. Bureau of Reclamation pursued an irrigation development project along the Middle Loup River. The Sherman Dam and Reservoir, Farwell Main Canal, Farwell South Canal, Farwell Central Canal, and two smaller canals

were constructed to provide water to irrigable lands. These seven bridges are associated with this large irrigation project and each was constructed prior to the 1963 completion of the canals and dam and are not recommended as individually eligible.

F. Politics and government

The politics and government context includes structures directly associated with federal and state transportation legislation, such as the Federal-Aid Highway Act of 1944 and the Federal-Aid Highway Act of 1956. Structures that were the result of increased funding, new initiatives, and prioritization may be eligible under this context. No examples were identified that had a direct association with significant politics and government.

G. Conservation

The conservation context is related to the preservation, maintenance, and management of natural resources and includes structures directly associated with a significant flood control or natural resources program of the subject period.

Two bridges (C005506445 and C005560320) in Lancaster County are recommended eligible under *Criterion A* for their association with the conservation context. Both bridges were built by the U.S. Army Corps of Engineers (USACE), Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. Bridge C005506445, a concrete channel beam, crosses Stagecoach Lake (Dam Site No. 9), a 120-acre reservoir, and Bridge C005560320, a prestressed concrete box beam, crosses Pawnee Lake (Dam Site No. 14), a 740-acre reservoir.

Table 17
Eligible Bridges under *Criterion A*

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion A: Significance</i>
C005401905P	KX00-358	3	Knox	1946/1965	Economic solution to transportation and bridge-building problem.*
C007922815R	SF00-339	5	Scotts Bluff	1950	Example of common post-World War II bridge type adapted for urban setting.
U142503410P	LC13:D8-549	1	Lancaster	1959	Example of common post-World War II bridge type adapted for urban setting.
S044 05113	BF05-658	4	Buffalo	1960	Example of common post-World War II bridge type adapted for urban setting.*
C005506445	LC00-138	1	Lancaster	1963	Associated with flood control project, and associated with the USACE.*
C005560320	LC00-143	1	Lancaster	1964	Associated with flood control project, and associated with the USACE.*

* Also recommended eligible under *Criterion C*, see Section 4.

6. Methodology and Recommendations for National Register Eligibility for Reassessment Bridges

To initiate the reassessment task, the SHPO provided Mead & Hunt with a list of 46 bridges with undetermined National Register eligibility status, based on the 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update*. Further research conducted by Mead & Hunt and SHPO determined the current status of these bridges.

Twenty of the 46 bridges were identified as removed or replaced and their status was confirmed by NDOR and/or county highway superintendents. One bridge was already listed in the National Register as part of the *Historic Bridges of Nebraska Multiple Property Document* (S00637025) and one bridge was already determined eligible for the National Register (C000913725). The remaining 24 bridges were subsequently evaluated and the National Register recommendations are included in the table below.

The table is organized according to National Register recommendation and/or status: Determined eligible, Listed, Eligible, Not Eligible, and Nonextant.

**Table 18
Reassessment Bridges**

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
BW00-067	C000913725	Brown	Pinned Pratt through truss	1907/1948	Determined eligible – 2002	Determined eligible in <i>Historic Highway Survey</i> .
DO09:0322-014	S00637025	Douglas	Concrete rigid frame with stone facing	1934	Listed (MPD - 1992)	Listed under <i>Highway Bridges in Nebraska, 1870-1942</i> MPD.
OT00-098	C006604305P	Otoe	Pinned Pratt half-hip pony truss	1901	Eligible	Determined eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
NH00-095	C006411250	Nemaha	Pinned Warren through truss	c.1900	Eligible	Determined eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
JF00-078	C004813425	Jefferson	Pin/rigid Pratt pony truss	1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
RH00-078	C007422030	Richardson	Pinned Pratt pony truss	1904	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SX00-030	C008301205P	Sioux	Pin/rigid Pratt pony truss	1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
PP00-140	C006904610	Phelps	Pinned Pratt half-hip pony truss	1907	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SF00-042	C007900905P	Scotts Bluff	Rigid Pratt half-hip pony truss	c.1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SF00-043	C007921915	Scotts Bluff	Rigid Pratt half-hip pony truss	c.1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.

**Table 18
Reassessment Bridges**

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
SF00-044	C007951215	Scotts Bluff	Rigid Pratt half-hip pony truss	c.1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SX00-031	C008302905	Sioux	Concrete siphon	1908	Not individually eligible	Potentially eligible as part of a historic district. Further research is needed to determine eligibility as part of a historic district.
BW00-001	C000901705P	Brown	Pinned Parker through truss	1916/1963	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
MD00-035	C005940615	Madison	Pinned Pratt pony truss	1906	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CE00-027	C001657705P	Cherry	Pinned Pratt through truss	1912	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CE00-020	None (aka CHER15)	Cherry	Pinned Pratt through truss	1916	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CY00-183	C001812315	Clay	Pinned Pratt pony truss	1911	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
KP00-085	C005216705	Keya Paha	Pinned Pratt through truss	1912/1953	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CE00-228	C0E1603505P	Cherry	Pinned Pratt truss leg bedstead	1900/1991	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
CE00-077	C0E1631903P	Cherry	Pinned Pratt through truss	1913	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.

**Table 18
Reassessment Bridges**

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
CE00-142	C001602605P	Cherry	Pinned Pratt through truss	1909	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
CY00-181	C001811505	Clay	Concrete-filled spandrel arch	1916	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
JF00-077	C004804005P	Jefferson	Pinned Pratt through truss	1908	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
TS00-083	C008700620	Thurston	Pinned Pratt truss leg bedstead	1905	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
WT00-188	C009123540	Webster	Concrete-filled spandrel arch	1911	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
WT00-189	C009132605	Webster	Concrete-filled spandrel arch	1911	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
HM00-102	S034 24769	Hamilton	Steel through girder	1936	Nonextant	Nonextant per Hamilton County Highway Superintendent.
HN00-060	C004233825	Harlan	Rigid Pratt half-hip pony truss	1908	Nonextant	Nonextant per NDOR.
DO09:0181-003	U182512605	Douglas	Pinned Whipple through truss	c.1885	Nonextant	Nonextant per NDOR.
ST00-153	C008401310	Stanton	Pinned Parker through truss	1916	Nonextant	Nonextant per Stanton County Highway Superintendent.

**Table 18
Reassessment Bridges**

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
HT00-261	C004521725	Holt	Transverse joist through girder	1931	Nonextant	Removed in 1994 per SHPO.
PW00-098	C006702115	Pawnee	Pinned Pratt pony truss	1900	Nonextant	Replaced in 1991 per NDOR and SHPO.
HW00-063	C004700305P	Howard	Transverse joist through girder	1926	Nonextant	Replaced in 1992 per SHPO.
BF00-066	C001002905	Buffalo	Pinned Pratt half-hip pony truss	1902	Nonextant	Replaced in 1993 per NDOR and SHPO.
DD00-080	S275 12587	Dodge	Rigid Parker through truss	1932	Nonextant	Replaced in 1993 per NDOR and SHPO.
CU00-072	C002109305P	Custer	Rigid Warren pony truss	1911	Nonextant	Replaced in 1994 per NDOR and SHPO.
DO09:0116-005	U182505510	Douglas	Pinned Pratt through truss	pre-1947	Nonextant	Replaced in 1994 per NDOR and SHPO. Original construction date unknown.
DO09:0748-001	U182504305	Douglas	Steel through plate girder	1908	Nonextant	Replaced in 1996 per NDOR and SHPO.
ST00-158	C008413205	Stanton	Pinned Parker through truss	1916	Nonextant	Replaced in 1998 per SHPO.
DO09:0192-021	U1825E5315	Douglas	Steel deck girder	1907	Nonextant	Replaced in 1999 per NDOR and SHPO.
JF04-103	S015 00903	Jefferson	Steel cantilever stringer	1939	Nonextant	Replaced in 1999 per NDOR and SHPO.

**Table 18
Reassessment Bridges**

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
BD00-094	C000800710	Boyd	Pinned Pratt through truss	pre-1947	Nonextant	Replaced in 2002 per NDOR and SHPO. Original construction date unknown.
CE00-105	C0E1605105	Cherry	Pinned Pratt through truss	1916	Nonextant	Replaced per Cherry County Highway Superintendent.
DD00-078	C002703410	Dodge	Pinned Pratt half-hip pony truss	1908	Nonextant	Replaced per NDOR and SHPO.
DD05:C-404	S275 15289	Dodge	Steel stringer	1936	Nonextant	Replaced per NDOR and SHPO.
DO09:1778-001	SL28B00317	Douglas	Concrete rigid frame	1937	Nonextant	Replaced per NDOR and SHPO.

Appendix A. Bridges Excluded From Review Due to Ownership

Appendix A

Bridges Excluded From Review Due to Ownership

The following bridges were included in the contextual analysis for this study, but were excluded from further evaluation because of ownership. They are owned by a federal agency, railroad, or other private owner, and are not expected to receive federal or NDOR funding that would subject them to Section 106 review.

Bridges Excluded Due to Ownership

County	Bridge No.	Owner	Bridge type
Cass	C001302340	Railroad	Steel girder
Cass	C001304105	Railroad	Timber stringer
Cass	C001305720	Railroad	Steel girder
Harlen	C004203410	Railroad	Steel girder and floor beam system
Harlen	C004213510	Railroad	Steel girder and floor beam system
Frontier	F003254615	Bureau of Reclamation	Concrete stringer
Chase	F061 02952	Bureau of Reclamation	Concrete slab
Harlen	F004204505P	Bureau of Reclamation	Steel girder and floor beam system
Hitchcock	F004402910	Bureau of Reclamation	Concrete stringer
Richardson	F007423865	Bureau of Indian Affairs	Steel truss
Dawes	M0605D4405	Railroad	Steel girder
Franklin	M169000510	Railroad	Steel girder
Hitchcock	S025 01447	Railroad	Steel girder
Burt	S051 03644	Private	Steel truss
Hall	U1045J3905	Railroad	Steel girder and floor beam system
Hall	U1045W3905	Railroad	Concrete slab
Douglas	U1825D2201	Private	Prestressed concrete continuous stringer
Douglas	U182500022	Railroad	Steel continuous girder

Bridges Excluded Due to Ownership

County	Bridge No.	Owner	Bridge type
Douglas	U182504905	Railroad	Steel girder and floor beam system
Douglas	U182505305	Railroad	Steel girder
Douglas	U182505310	Railroad	Steel girder
Cheyenne	U2230K4110	Railroad	Steel girder

Appendix B. List of Eligible and Listed Bridges (1947 to 1965)

Appendix B
List of Eligible and Listed Bridges (1947 to 1965)

List of Eligible Bridges

County	Bridge No.	Bridge Type	National Register Status
Brown	C000913725	Steel truss – through	Previously determined eligible
Buffalo	S044 05113	Steel girder and floor beam system	Eligible
Burt	C001111435	Steel truss – through	Eligible
Burt	C001123405	Steel truss – through	Eligible
Cedar	S012 20744	Concrete box beam	Eligible
Cedar	C001424535	Steel stringer/multi-beam/girder	Eligible
Dawson	S080 23113	Prestressed concrete stringer/multi-beam/girder	Eligible
Gosper	C003744110	Timber stringer/multi-beam/girder	Eligible
Keya Paha	S012 08127	Concrete box beam	Eligible
Kimball	C005303505	Concrete channel beam	Eligible
Knox	C005401905P	Steel truss – deck	Eligible
Lancaster	C005506445	Concrete channel beam	Eligible
Lancaster	S006 30732	Concrete tee beam	Eligible
Lancaster	C005560320	Prestressed concrete box beam	Eligible
Lancaster	C005501110	Prestressed concrete stringer/multi-beam/girder	Eligible
Lancaster	U142503410P	Prestressed concrete stringer/multi-beam/girder	Eligible
Morrill	M018503610	Prestressed concrete channel beam	Eligible
Nance	S022 06567	Prestressed concrete stringer/multi-beam/girder	Eligible
Otoe	S067 05206	Steel truss – through	Eligible
Pawnee	S050 00179	Steel stringer/multi-beam/girder	Eligible
Polk	C007203810	Prestressed concrete channel beam	Eligible
Richardson	C007403435P	Steel girder and floor beam system	Eligible

List of Eligible Bridges

County	Bridge No.	Bridge Type	National Register Status
Richardson	C007423310	Steel truss – through	Eligible
Rock	C007522105	Steel truss – through truss	Listed
Saline	C007600505	Steel girder and floor beam system	Eligible
Saline	C007601330	Steel girder and floor beam system	Eligible
Saline	C007614620	Steel truss – through	Eligible
Saunders	C007801415	Steel girder and floor beam system	Eligible
Saunders	C007802365	Steel truss – through	Eligible
Scotts Bluff	C007910325	Continuous concrete slab	Listed
Scotts Bluff	C007910330	Continuous concrete slab	Listed
Scotts Bluff	C007922815R	Steel stringer/multi-beam/girder	Eligible
Thayer	S053 00412	Steel girder and floor beam system	Eligible
Thurston	S094 00025	Steel truss – through	Eligible
Washington	C008910905	Prestressed concrete tee beam	Eligible
Washington	C008900605	Steel stringer/multi-beam/girder	Eligible

**Appendix C. Historic Bridge Inventory Forms for Eligible Bridges
(1947 to 1965)**

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S044 05113 **NeHBS NUMBER:** BF05-658 **YEAR BUILT:** 1960
LOCATION: IN KEARNEY **FEATURE CARRIED:** HIGHWAY N44 **YEAR RECONSTRUCTED:** 0
DISTRICT: 4 **COUNTY:** Buffalo **FEATURE CROSSED:** SOUTH RR STREET/ UPRR 816-983-N
UTM ZONE: 14 **NORTHING:** 4,504,903.41 **EASTING:** 492,959.36 **TOWNSHIP:** 08 **RANGE:** 16 **DIRECTION W** **SECTION:** 01

STATUS: Extant - in service **OWNER:** State Highway Agency

STRUCTURE LENGTH (FT): 639 **BRIDGE TYPE:** Steel continuous **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 78 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 52 **NUMBER OF MAIN SPANS:** 9 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 64.5 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Deck steel-plate-girder viaduct. Continuous, with vertical curve, eight lines of welded plate-girders with K-bracing. Concrete deck and curb. Welded beams are within depth available for rolled beams, but custom-designed for greater capacity than available rolled beams--dimensions for web and flange plates change across spans.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
Henningson, Durham & Richardson, Inc., Omaha
Also has name of NDOR
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
City (areas of urban development) Repaired girder seat & deck 1994
SURROUNDING LAND USE: Change in railing/parapet
Industrial

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

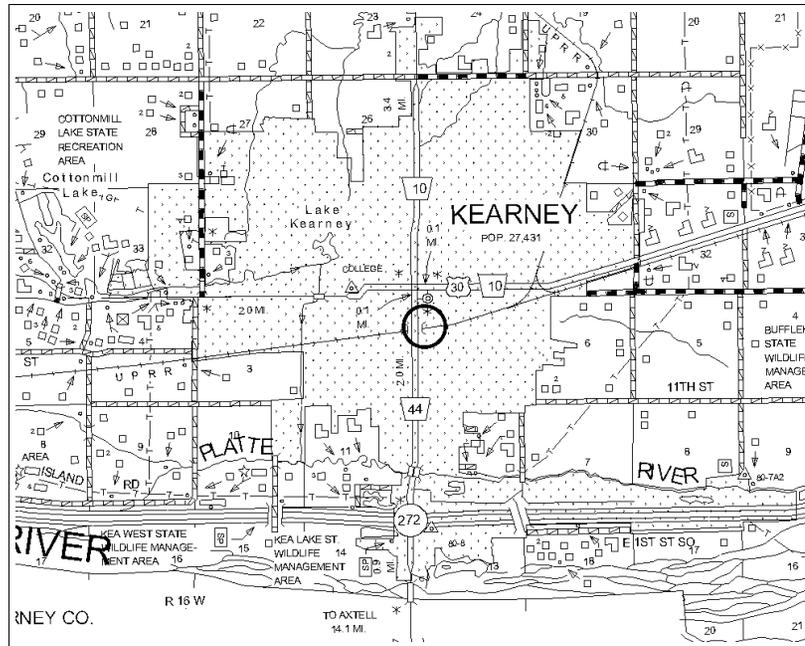
REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: Example of common post-World War II bridge type adapted for urban setting.

Criterion C: A viaduct featuring innovative use of welding to fabricate a series of built-up girders of varying plate sizes to accommodate site constraints.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Designed and built with electrical installation and light standards. Concrete abutments. Open concrete piles. Bolts in concrete on west side indicate metal railing removed. Original metal railing remains on east side. Concrete barrier on both sides of roadway. Bridge S044 05113, an urban viaduct, is recommended as eligible for the National Register under Criterion C. It represents an innovative use of welding to create a built-up girder that has adequate load-carrying capacity, but is shallow enough to conform to under-deck clearance requirements and bridge height and length constraints. With a 26-inch web, the all-welded, built-up girders are within the general size range for rolled beams, but are fabricated to specifications apparently not available in rolled beams. With the exception of a replaced railing, the bridge retains full engineering design integrity, which conforms to its urban setting. This bridge is recommended eligible under Criterion A for its association with community and urban planning as an urban viaduct.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001111435 **NeHBS NUMBER:** BT00-098 **YEAR BUILT:** 1959
LOCATION: 2W 2.7S DECATUR **FEATURE CARRIED:** COUNTY ROAD T **YEAR RECONSTRUCTED:** 0
DISTRICT: 3 **COUNTY:** Burt **FEATURE CROSSED:** ELM CREEK
UTM ZONE: 14 **NORTHING:** 4,648,870.20 **EASTING:** 724,032.71 **TOWNSHIP:** 23 **RANGE:** 10 **DIRECTION:** E **SECTION:** 16

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 132 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:** Steel
LENGTH OF MAXIMUM SPAN (FT): 80 Truss - thru Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 2
DECK WIDTH (OUT-TO-OUT) (FT): 20 **MAIN SPAN DETAILS:** Pratt pony truss. Welded connections. Bolts where welded truss sections are connected. 13 steel stringers and 4 floor beams. Timber deck. **APPROACH SPAN DETAILS:** 11 I-beams. East approach has guardrail. West approach has metal railing. Timber deck.

TRUSS CONNECTION: Welded
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

ALTERATIONS:
Added reinforcing members at abutment
Added main members

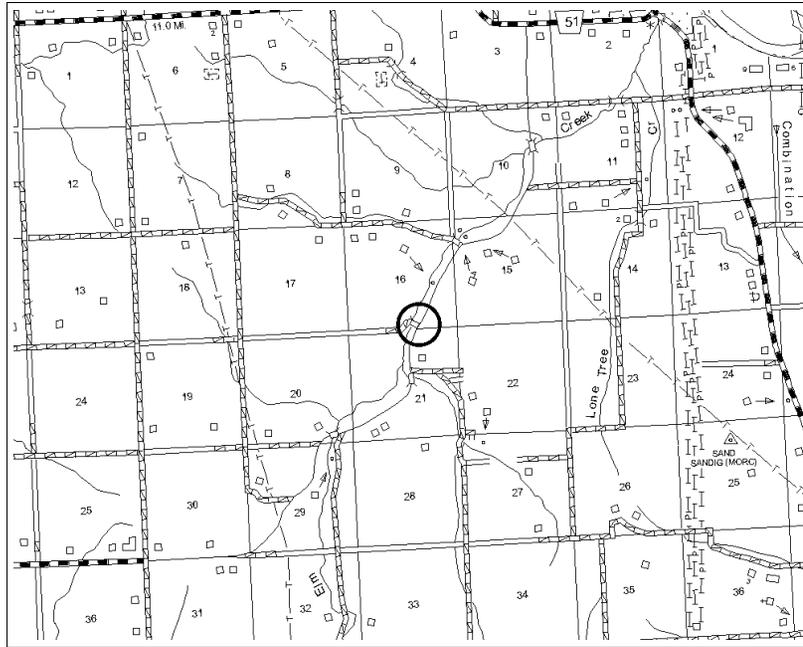
DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE: 2 - Eligible for the NRHP **NATIONAL REGISTER DETERMINATION:** Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 open steel piles. Steel reinforcing members added to underside of east approach at the abutment. One middle steel stringer is paired with a timber stringer on the main span. This bridge has welded connections instead of pinned or riveted connections. Each truss of the bridge was fabricated off-site in two all-welded halves using rolled beams. The halves were transported to the site and bolted together during the erection process. While all-welded bridge fabrication was employed nationally beginning in the 1930s and 1940s, it was rarely used in Nebraska and then usually for built-up girder bridges. Welded connections required a testing technology to assure safe and secure welds, and bridge welding was beyond the capability of general welding shops. This one of two all-welded truss bridges identified in Nebraska. In addition to representing an innovative technology, it also points to the existence of a local or regional fabricator with the sophisticated arc-welding capability necessary for safe bridge work. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001123405 **NeHBS NUMBER:** BT00-099 **YEAR BUILT:** 1960
LOCATION: .8W 1.5N CRAIG **FEATURE CARRIED:** COUNTY ROAD J **YEAR RECONSTRUCTED:** 0
DISTRICT: 3 **COUNTY:** Burt **FEATURE CROSSED:** BELL CREEK
UTM ZONE: 14 **NORTHING:** 4,632,550.58 **EASTING:** 717,479.60 **TOWNSHIP:** 21 **RANGE:** 09 **DIRECTION:** E **SECTION:** 02

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 61 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 60 Truss - thru
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Pratt pony truss. 13 steel stringers and 3 floor beams. Cross bracing.
Welded connections. Bolts where welded truss sections are
connected. Gusset plates on outside of chords. Timber deck.

TRUSS CONNECTION: Welded **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

REASON NOT EVALUATED:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001424535 **NeHBS NUMBER:** CD00-332 **YEAR BUILT:** 1955
LOCATION: 1S 1W OF OBERT **FEATURE CARRIED:** COUNTY ROAD 575 AVENUE **YEAR RECONSTRUCTED:** 0
DISTRICT: 3 **COUNTY:** Cedar **FEATURE CROSSED:** LIME CREEK
UTM ZONE: 14 **NORTHING:** 4,725,818.72 **EASTING:** 659,386.31 **TOWNSHIP:** 31 **RANGE:** 03 **DIRECTION:** E **SECTION:** 15

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 30 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 29 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 20 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Steel I-beam. 11 rolled I-beams, with transverse steel channel separators welded to lower flanges. Jack arch--vaulted, corrugated steel panels rest on lower flanges of beams, with concrete and gravel overlay.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

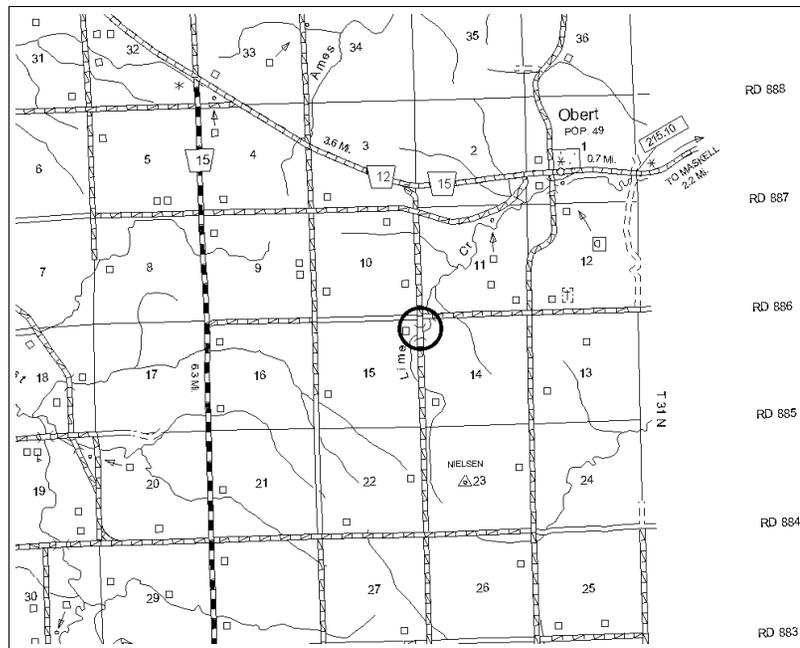
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for reinforced concrete deck slabs. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. This is one of two jack-arch bridges identified in the survey.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S012 20744

NeHBS NUMBER: CD00-334

YEAR BUILT: 1959

LOCATION: 2SE WYNOT

FEATURE CARRIED: HIGHWAY N12

YEAR RECONSTRUCTED: 0

DISTRICT: 3 **COUNTY:** Cedar

FEATURE CROSSED: BOW CREEK

UTM ZONE: 14 **NORTHING:** 4,732,309.73 **EASTING:** 651,591.68 **TOWNSHIP:** 32 **RANGE:** 02 **DIRECTION:** E **SECTION:** 24

STATUS: Extant - in service

OWNER: State Highway Agency

STRUCTURE LENGTH (FT): 247

BRIDGE TYPE: Concrete continuous

APPROACH SPAN TYPE:

LENGTH OF MAXIMUM SPAN (FT): 95

Box beam or girders - multiple

**BRIDGE ROADWAY WIDTH
(CURB-TO-CURB) (FT):** 26

NUMBER OF MAIN SPANS: 3

NUMBER OF APPROACH SPANS: 0

DECK WIDTH (OUT-TO-OUT) (FT): 30.7

MAIN SPAN DETAILS:

APPROACH SPAN DETAILS:

Continuous concrete slab. Variable depth. Curved concrete end posts. Concrete curb and concrete deck with asphalt overlay.

TRUSS CONNECTION:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

RAILING: Metal tube/pipe

Capacity 20 tons S0198(8)-2 1959

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT:

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

NBI HISTORIC CODE:

NATIONAL REGISTER DETERMINATION:

NATIONAL REGISTER DETERMINATION DATE:

2 - Eligible for the NRHP

Eligible

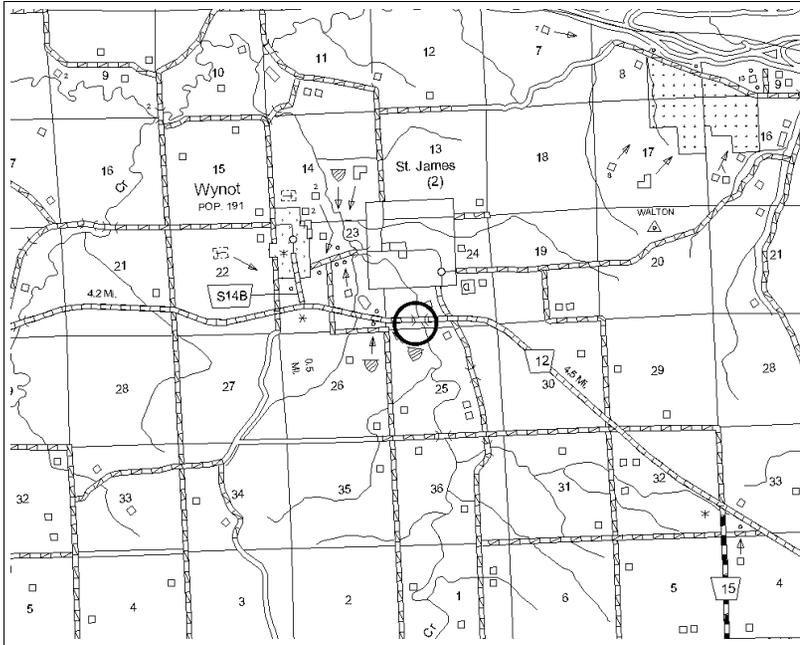
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

REASON NOT EVALUATED:

LOCATION MAP



PHOTOGRAPHS



ADDITIONAL INFORMATION:

2 solid concrete piles. Bridge S012 20744 is recommended eligible for the National Register under Criterion C because it is one of the earliest known extant examples of the concrete continuous box beam type in the state. It has variable depth box beams with curved soffits, giving the design an aesthetically pleasing appearance. It retains integrity of materials, design, and workmanship.



SOURCES:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 23113 **NeHBS NUMBER:** DS00-047 **YEAR BUILT:** 1964
LOCATION: DARR INTERCHANGE **FEATURE CARRIED:** L24A **YEAR RECONSTRUCTED:** 0
DISTRICT: 6 **COUNTY:** Dawson **FEATURE CROSSED:** I-80
UTM ZONE: 14 **NORTHING:** 4,514,677.52 **EASTING:** 428,838.72 **TOWNSHIP:** 09 **RANGE:** 22 **DIRECTION W** **SECTION:** 04

STATUS: Extant - in service **OWNER:** State Highway Agency
STRUCTURE LENGTH (FT): 252 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 75 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28.2 **NUMBER OF MAIN SPANS:** 4 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 33 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Prestressed concrete girder. Deck aligned on horizontal curve. 19-degree, 58' skew. Concrete deck, curb and curved concrete end post.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
NDOR: A.H. Dederman, State Bridge Engineer
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Repaired piers 1991
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant example of a special site-specific engineering feature: a curved deck on a prestressed-concrete-beam superstructure.

REASON NOT EVALUATED:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003744110 **NeHBS NUMBER:** GO00-061 **YEAR BUILT:** 1963
LOCATION: 8N 1E OF SMITHFIELD **FEATURE CARRIED:** COUNTY ROAD 434 **YEAR RECONSTRUCTED:** 0
DISTRICT: 7 **COUNTY:** Gosper **FEATURE CROSSED:** TRI-COUNTY SUPPLY CANAL
UTM ZONE: 14 **NORTHING:** 4,504,778.16 **EASTING:** 439,306.20 **TOWNSHIP:** 08 **RANGE:** 21 **DIRECTION W** **SECTION:** 04

STATUS: Extant - in service **OWNER:** Other Local Agencies
STRUCTURE LENGTH (FT): 154 **BRIDGE TYPE:** Wood or timber **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 31 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.7 **NUMBER OF MAIN SPANS:** 5 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.3 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Multiple timber stringers. Timber deck. and twin-beam railing.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Timber None.
SUBSTRUCTURE: Timber
ENGINEER / DESIGNER:

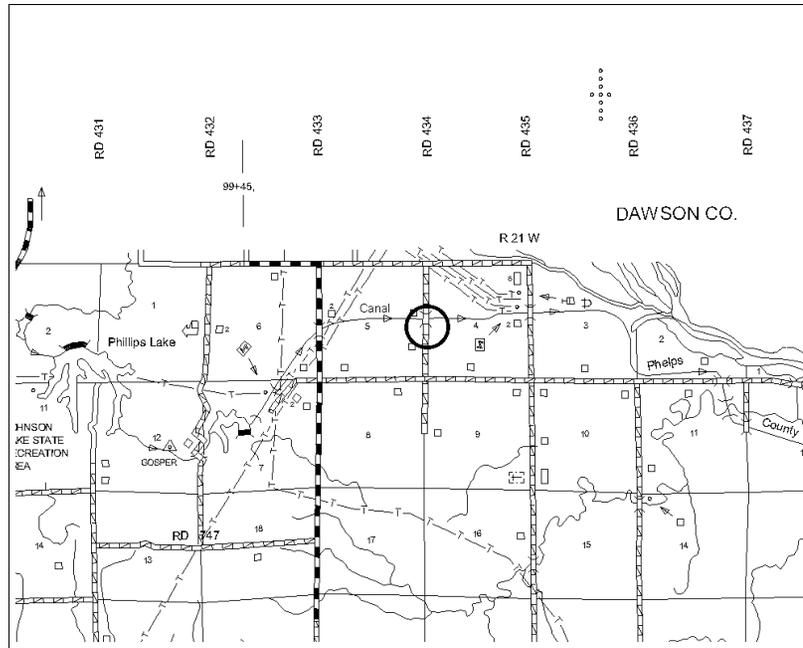
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant representative example of an economical bridge type widely used by counties, with long overall structure length.

REASON NOT EVALUATED:

LOCATION MAP

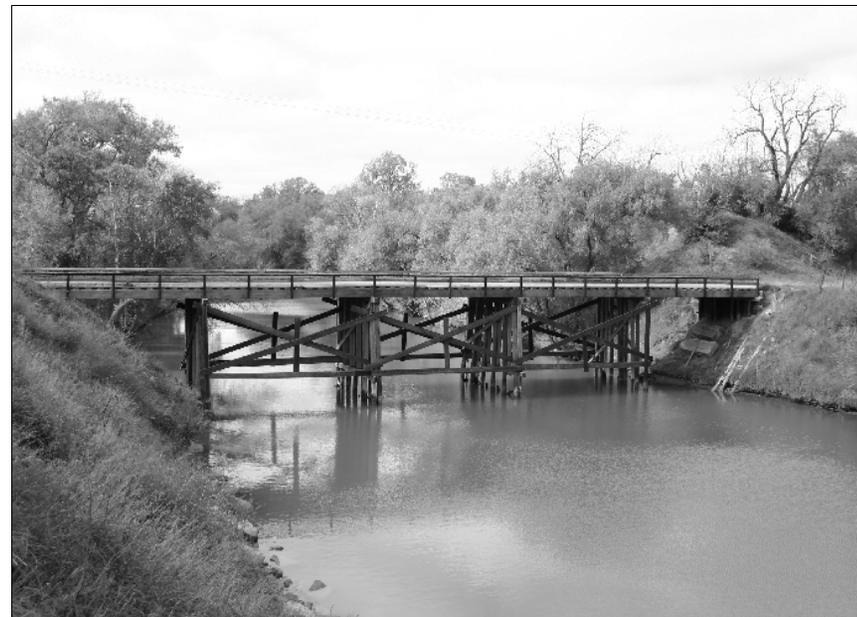


ADDITIONAL INFORMATION:

Timber abutments (no wing walls). 4 timber piers with caps and timber cross bracing. This bridge is recommended eligible because it is a significant representative example of the timber stringer type with a long structure length (154 feet). It illustrates the county's effort to solve an engineering problem by simple and economical means. The structure length indicates an effort by the county to achieve maximum use of this simple, inexpensive bridge type. Bridge C003744110 retains integrity of materials, design, and workmanship. This would be the state's only National Register-eligible example of the timber-stringer type, which was widely used by Nebraska counties.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S012 08127 **NeHBS NUMBER:** KP00-102 **YEAR BUILT:** 1957
LOCATION: 0S BROCKSBURG **FEATURE CARRIED:** HIGHWAY N12 **YEAR RECONSTRUCTED:** 0
DISTRICT: 8 **COUNTY:** Keya Paha **FEATURE CROSSED:** KEYA PAHA RIVER
UTM ZONE: 14 **NORTHING:** 4,753,095.35 **EASTING:** 472,799.74 **TOWNSHIP:** 34 **RANGE:** 17 **DIRECTION W** **SECTION:** 09

STATUS: Extant - in service **OWNER:** State Highway Agency
STRUCTURE LENGTH (FT): 197 **BRIDGE TYPE:** Concrete continuous **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 85 Box beam or girders - multiple
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26 **NUMBER OF MAIN SPANS:** 3 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.8 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Continuous concrete box beam. Curved concrete end posts. Asphalt overlay.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Concrete barrier None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

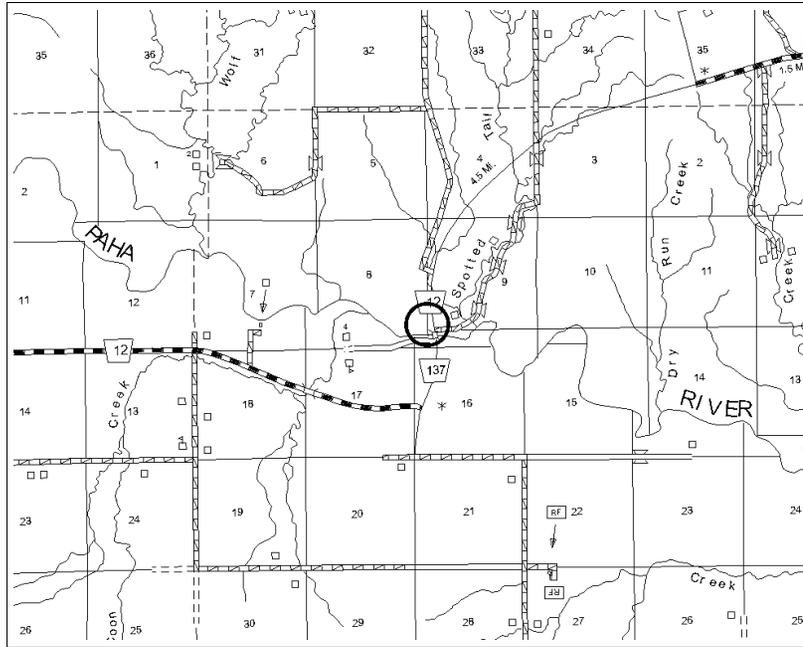
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. 2 solid concrete piers. Bolts along edge of deck indicate railing alteration. Bridge S012 08127 is recommended eligible for the National Register under Criterion C because it is one of the earliest known extant examples of the concrete continuous box beam type in the state. It has variable depth box beams with curved soffits, giving the design an aesthetically pleasing appearance. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005303505 **NeHBS NUMBER:** KM00-103 **YEAR BUILT:** 1960
LOCATION: 7S 4W OF KIMBALL .5S ROAD 20 **FEATURE CARRIED:** COUNTY ROAD 33 **YEAR RECONSTRUCTED:** 0
DISTRICT: 5 **COUNTY:** Kimball **FEATURE CROSSED:** STREAM
UTM ZONE: 14 **NORTHING:** 4,563,658.22 **EASTING:** 102,061.15 **TOWNSHIP:** 13 **RANGE:** 56 **DIRECTION W** **SECTION:** 03

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 38 **BRIDGE TYPE:** Concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 35 Channel beam
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 28 **MAIN SPAN DETAILS:** Concrete curb. Concrete channel beam serves as deck. Gravel overlay. **APPROACH SPAN DETAILS:**

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

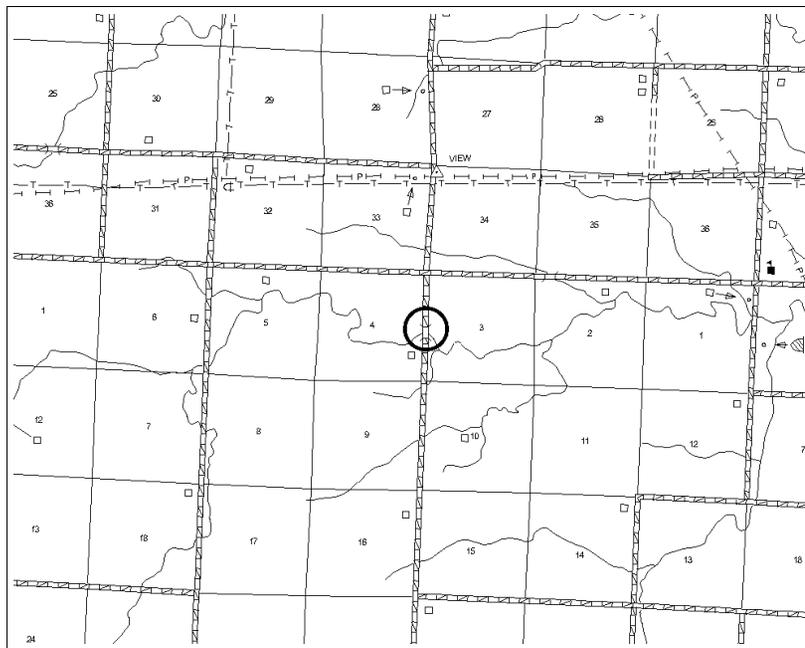
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant, early example of this uncommon type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wings and abutments with steel pile supports. 5 steel piles at each abutment with welded pile cap supporting ends of concrete channel beams. This bridge is recommended eligible for the National Register under Criterion C as an early, significant example of an uncommon bridge type during the subject period. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005401905P **NeHBS NUMBER:** KX00-358 **YEAR BUILT:** 1946
LOCATION: 8.1W .4S OF WINNETOON **FEATURE CARRIED:** COUNTY ROAD 875 **YEAR RECONSTRUCTED:** 1965
DISTRICT: 3 **COUNTY:** Knox **FEATURE CROSSED:** STREAM
UTM ZONE: 14 **NORTHING:** 4,706,220.59 **EASTING:** 572,026.85 **TOWNSHIP:** 29 **RANGE:** 07 **DIRECTION W** **SECTION:** 10

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 72 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 71 Truss - deck
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 16 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Prefabricated modular truss. Modular design. Paired trusses in deck-truss arrangement. 30-40 steel I-beams perpendicular to roadway between deck and trusses. Truss sections connected by pins. Truss-member connections are welded. Timber deck.

TRUSS CONNECTION: Combination (see main span details) **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet
SURROUNDING LAND USE: Widened 1965
Agricultural

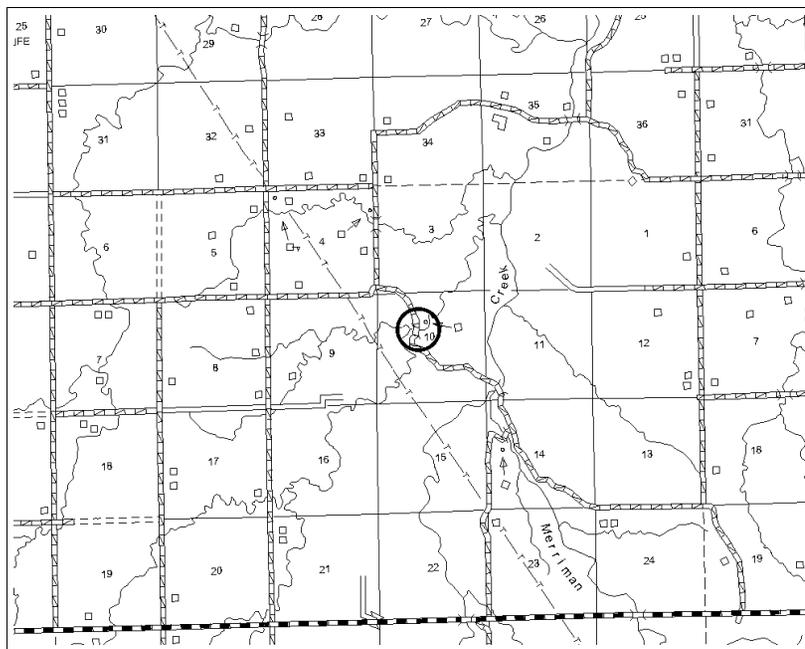
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion A: Economic solution to transportation and bridge-building problem.

Criterion C: Nebraska's only example of a prefabricated modular truss design that is uncommon nationally.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Widened from 12 feet to 16 feet in 1965. Only prefabricated modular truss identified in Nebraska. Retains integrity of materials, design, and workmanship. Appears to be a World War II or post-war, prefabricated modular bridge, designed for easy assembly, disassembly, and relocation. Truss modules enable use for different span lengths. The modules are manufactured as truss-end units (with one sloped chord) or as center-span units (parallel chords) and joined together with large cotter-pin connectors. The size and connection of module members allow the truss to be erected in either a deck or pony truss arrangement. This bridge was installed in a deck-truss arrangement, making it particularly unusual because deck trusses of any type are rare both in Nebraska and nationally. Similar bridges were identified in Arkansas and Texas and the two Arkansas examples are listed in the NRHP. Believed to be a surplus U.S. Army portable structure, this bridge provided an economic solution to Knox County's transportation and bridge-building program immediately following World War II.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005501110 **NeHBS NUMBER:** LC00-133 **YEAR BUILT:** 1959
LOCATION: W EDGE OF BLUE STEM REC **FEATURE CARRIED:** SOUTHWEST 72ND STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Lancaster **FEATURE CROSSED:** NORTH BRANCH
UTM ZONE: 14 **NORTHING:** 4,500,713.06 **EASTING:** 684,492.24 **TOWNSHIP:** 08 **RANGE:** 05 **DIRECTION:** E **SECTION:** 25

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 41 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 39 Box beam or girders - multiple
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.3 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.3 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
8 multiple adjacent prestressed concrete box beams. Concrete curb and concrete deck.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam 1959 on bridge plate.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
Lancaster County Bridge Engineer; Dobson Bros., Contractor;
Nebraska Prestressed Concrete Co., Fabricator
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

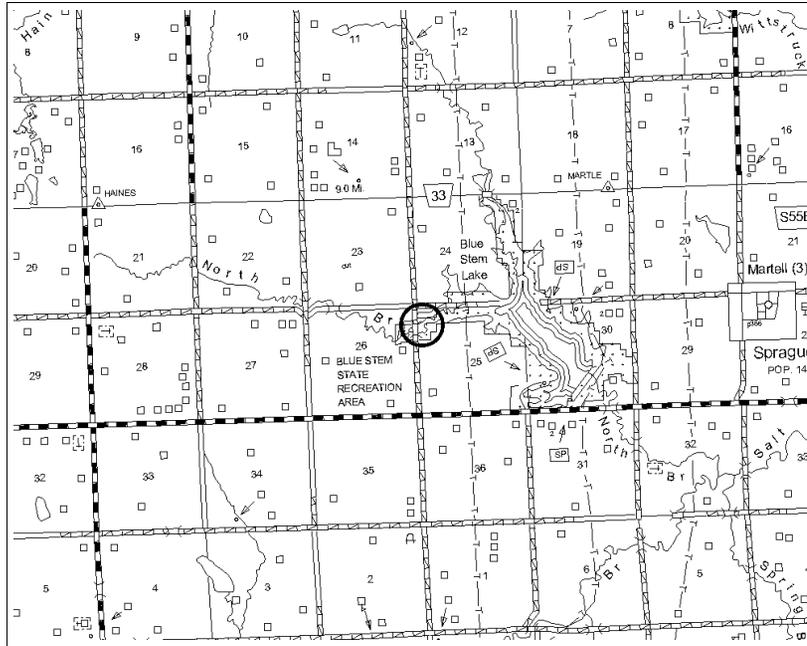
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant representative example of a prestressed-concrete box beam that demonstrates the longer-span capability of the type; earliest example of type in state; early example by major Nebraska producer.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutment with 6 piles. Timber wing walls. Built in 1959, this multiple prestressed concrete box-beam bridge was determined eligible as an example of a very uncommon type, as one of Nebraska's earliest extant prestressed concrete box-beam bridges designed by a county highway engineer, and as a representative of the first prestressed bridge products of a pioneer Nebraska prestressed concrete manufacturer. Bridge C00550110 is the longest of the Nebraska Prestressed Concrete Company's three 1959 bridges for Lancaster County and represents the design potential of the prestressed box beam for producing longer spans than earlier types. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office, Plan #010656. Production plans available at Concrete Industries, Lincoln (formerly Nebraska Prestressed Concrete Company), as Lancaster Co. Bridges, No. 59SL 37-42, Oct. 30, 1959.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005506445 **NeHBS NUMBER:** LC00-138 **YEAR BUILT:** 1963
LOCATION: JCT US HIGHWAY 77/S-55G 2S 3E **FEATURE CARRIED:** PANAMA ROAD **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Lancaster **FEATURE CROSSED:** STREAM (X 129)
UTM ZONE: 14 **NORTHING:** 4,496,461.72 **EASTING:** 699,134.11 **TOWNSHIP:** 07 **RANGE:** 07 **DIRECTION:** E **SECTION:** 09

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 62 **BRIDGE TYPE:** Concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 30 Channel beam
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 27.3 **NUMBER OF MAIN SPANS:** 2 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 29.3 **MAIN SPAN DETAILS:** 11 channel beams. Asphalt pavement. **APPROACH SPAN DETAILS:**

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
U.S. Army Corps of Engineers
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet 2003
SURROUNDING LAND USE:
Agricultural

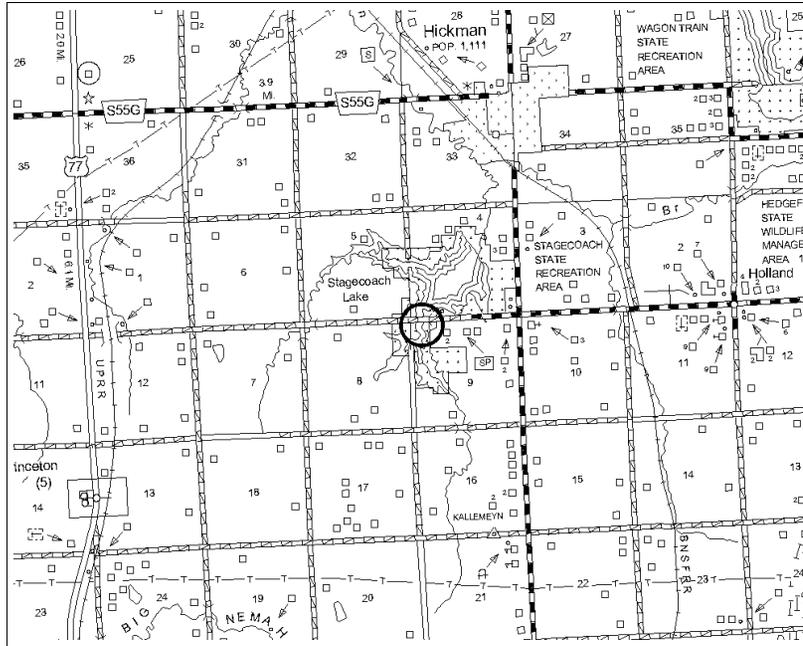
NBI HISTORIC CODE: 2 - Eligible for the NRHP **NATIONAL REGISTER DETERMINATION:** Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion A: Associated with flood control project, and associated with U.S. Army Corps of Engineers (USACE).

Criterion C: Significant, early example of this uncommon type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

New guardrail. Open concrete piles. Corps of Engineers paid for bridge. New guardrail added 2003-2004. Plans reference U.S. Army Corp of Engineers Dam and Reservoir Site no. 9. This bridge is recommended eligible for the National Register under Criterion C as an early, significant example of an uncommon bridge type during the subject period. It retains integrity of materials, design, and workmanship. This bridge is also recommended eligible under Criterion A for its association with the conservation context. It was built by the US Army Corps of Engineers, Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. Bridge C005506445 crosses Stagecoach Lake (Dam Site No. 9), a 120-acre reservoir.

SOURCES:

Plans available at Lancaster County Highway Superintendent's Office and NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005560320 **NeHBS NUMBER:** LC00-143 **YEAR BUILT:** 1964
LOCATION: W EDGE OF PAWNEE LAKE **FEATURE CARRIED:** COUNTY ROAD 126TH STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Lancaster **FEATURE CROSSED:** PAWNEE LAKE
UTM ZONE: 14 **NORTHING:** 4,525,170.23 **EASTING:** 677,699.00 **TOWNSHIP:** 10 **RANGE:** 05 **DIRECTION:** E **SECTION:** 05

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 93 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 31 Box beam or girders - multiple
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25 **NUMBER OF MAIN SPANS:** 3 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 27.2 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Multiple, adjacent, box beams. Concrete curb and concrete deck with asphalt overlay.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
Dobson Bros. - Contractor; Nebraska Prestressed Concrete Co. - Fabricator
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet
SURROUNDING LAND USE:
Agricultural

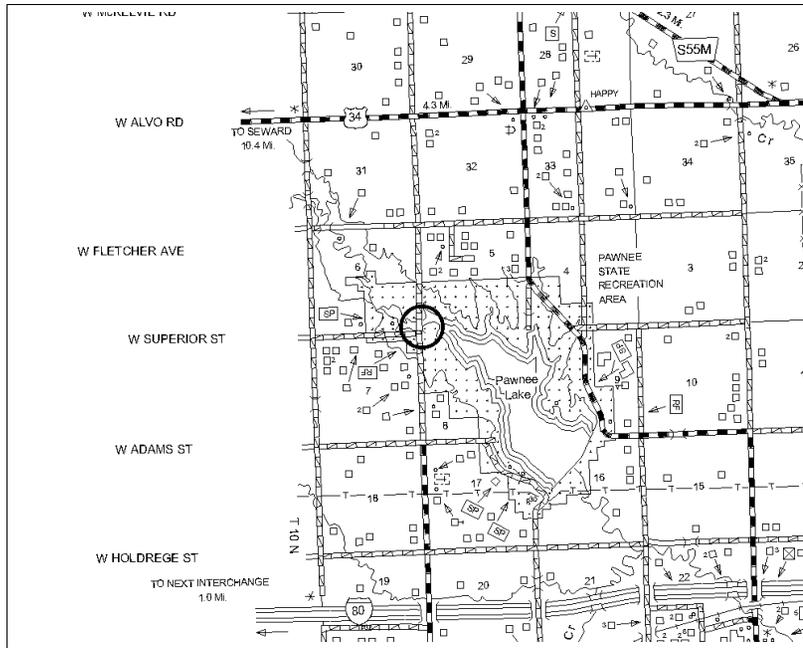
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion A: Associated with flood control project, and associated with U.S. Army Corps of Engineers (USACE).

Criterion C: Significant multi-span example of a very uncommon prestressed-concrete bridge type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Open concrete piles. Concrete railing replaced with metal beam (guardrail). Sheet pile driven behind abutments in 1997 by Capitol Bridge. Bridge C005560320 is recommended eligible for the National Register under Criterion C. Built in 1964 by Nebraska Prestressed Concrete Company, this multiple prestressed concrete box-beam bridge is a significant representative example of a multiple-span type of prestressed box-beam construction, a very uncommon type in Nebraska. It was produced by NPCC and is the only multiple-span example of a prestressed concrete box beam from the subject period. This bridge also recommended eligible under Criterion A for its association with the conservation context. It was built by the US Army Corps of Engineers, Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. It crosses Pawnee Lake (Dam Site No. 14), a 740-acre reservoir.

SOURCES:

Maintenance records at Lancaster County Highway Superintendent's office. Cited in chronological project record book at Concrete Industries, Lincoln (formerly Nebraska Prestressed Concrete Company).

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S006 30732 **NeHBS NUMBER:** LC00-144 **YEAR BUILT:** 1954
LOCATION: 0E EMERALD **FEATURE CARRIED:** US HIGHWAY 6 **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Lancaster **FEATURE CROSSED:** MIDDLE CREEK
UTM ZONE: 14 **NORTHING:** 4,520,304.91 **EASTING:** 683,161.30 **TOWNSHIP:** 10 **RANGE:** 05 **DIRECTION:** E **SECTION:** 26

STATUS: Extant - in service **OWNER:** State Highway Agency
STRUCTURE LENGTH (FT): 160 **BRIDGE TYPE:** Concrete continuous **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 70 Tee beam
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 52.2 **NUMBER OF MAIN SPANS:** 3 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 58 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Concrete beams. Variable depth. Skewed alignment. Curved concrete end posts at all corners. Concrete deck.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe Capacity 20 tons, F1(8)1,1954.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

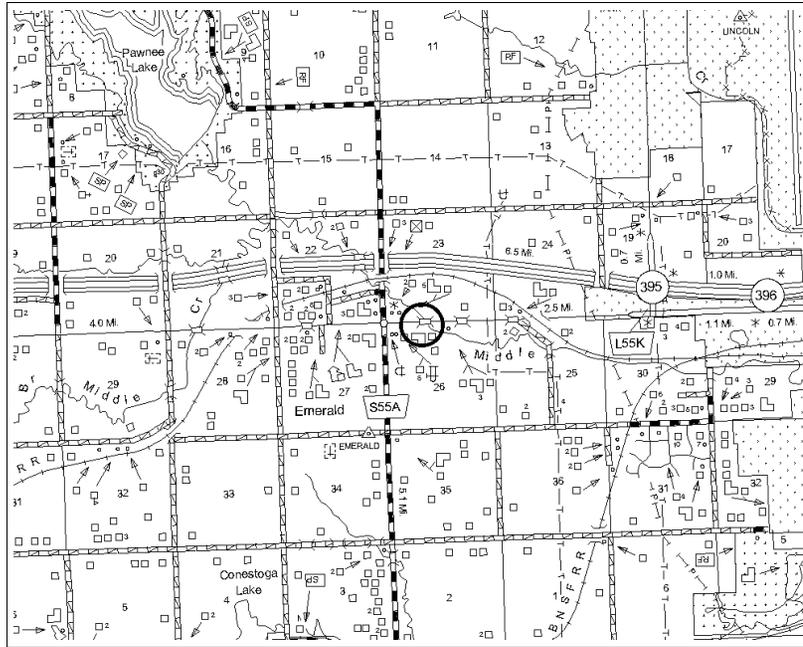
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Bridge includes special feature of variable-depth beams with curved bottom edges, indicating additional engineering effort and expense for special aesthetic effect; structure length also indicates additional engineering for this site.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

S006 30732 is recommended eligible for the National Register under Criterion C as a significant representative example of the concrete tee beam type with an exceptional structure length. The bridge is an intact variable-depth concrete continuous structure with three spans and a 160-foot overall length. The structure length indicates an engineering design at an exceptional length for this type in order to accommodate site-specific issues at the crossing. The variable-depth beams are designed with an aesthetically pleasing curve along the beam soffit, or bottom edge, a design element requiring additional design and construction effort and expense. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: U142503410P **NeHBS NUMBER:** LC13:D8-549 **YEAR BUILT:** 1959
LOCATION: J STREET AT S 24TH STREET **FEATURE CARRIED:** J STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Lancaster **FEATURE CROSSED:** ANTELOPE CREEK
UTM ZONE: 14 **NORTHING:** 4,520,055.65 **EASTING:** 695,125.18 **TOWNSHIP:** 10 **RANGE:** 06 **DIRECTION E** **SECTION:** 25

STATUS: Extant - in service **OWNER:** City or Municipal Highway Agency
STRUCTURE LENGTH (FT): 64 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 62 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30.5 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 70.8 **MAIN SPAN DETAILS:** Prestressed concrete I-beams. Concrete end posts. **APPROACH SPAN DETAILS:**

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe Ornamental rail/parapet None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

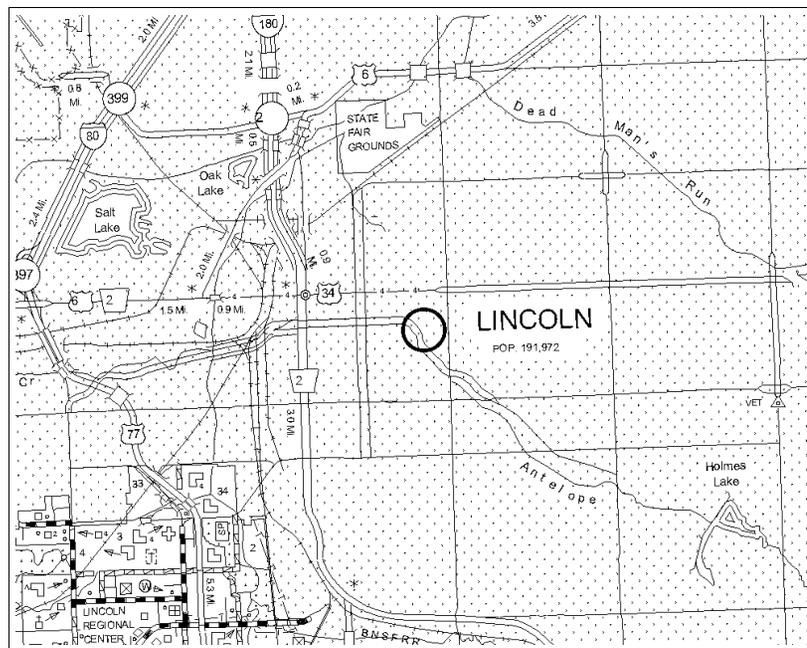
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
City (areas of urban development)
SURROUNDING LAND USE:
Commercial

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion A: Example of common post-World War II bridge type adapted for urban setting.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Bridge was built wide for 2 reasons: To accommodate pedestrian traffic (located 1 block from high school) and to enable future, efficient widening of the road. This bridge is recommended eligible under Criterion A for their association with community and urban planning. It is a prestressed concrete girder structure with unusual width to accommodate sidewalks and terraces. The bridge was built in 1959 to accommodate pedestrian traffic from a nearby high school and future roadway widening.

SOURCES:

City of Lincoln, Engineering Services, 2/7/07.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: M018503610 **NeHBS NUMBER:** MO03-063 **YEAR BUILT:** 1955
LOCATION: BAYARD 8TH AT WISCONSIN **FEATURE CARRIED:** 8TH STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 5 **COUNTY:** Morrill **FEATURE CROSSED:** WILDHORSE CANYON
UTM ZONE: 14 **NORTHING:** 4,632,013.32 **EASTING:** 140,006.93 **TOWNSHIP:** 21 **RANGE:** 52 **DIRECTION W** **SECTION:** 34

STATUS: Extant - in service **OWNER:** City or Municipal Highway Agency
STRUCTURE LENGTH (FT): 32 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 30 Channel beam
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.6 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.6 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
8 prestressed concrete channel beams. Asphalt overlay on deck.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

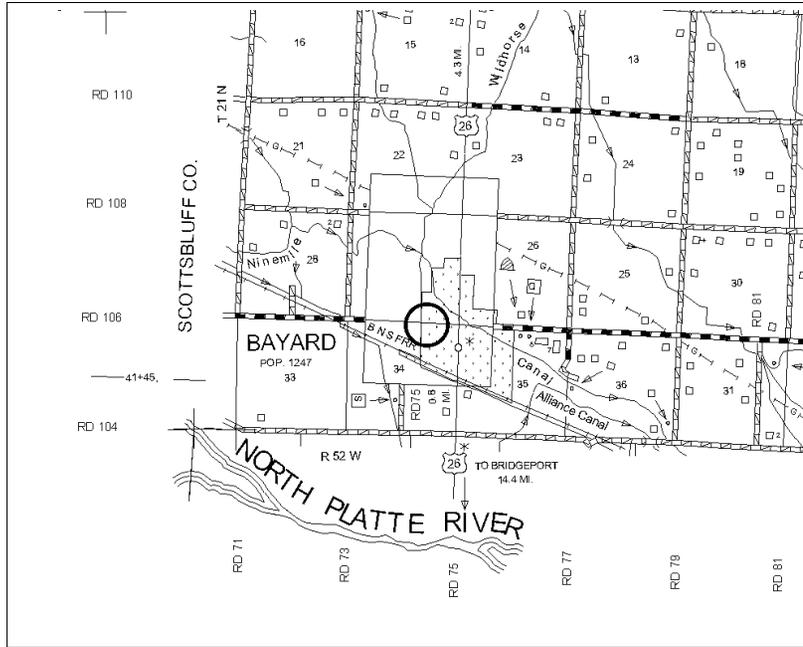
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Town (small communities)
SURROUNDING LAND USE:
Residential

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early example of uncommon type in Nebraska utilizing new material and technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Metal beam guardrail bolted to outer beams. No curb. Bridge M018503610 is recommended eligible for the National Register under Criterion C as a significant early example of an uncommon bridge type from the subject period. The prestressed concrete channel beam never has become a prevalent bridge type in Nebraska; there are no post-1965 prestressed concrete channel beams recorded in BISON. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S022 06567 **NeHBS NUMBER:** NC00-189 **YEAR BUILT:** 1957
LOCATION: 7SW GENOA **FEATURE CARRIED:** HIGHWAY N22 **YEAR RECONSTRUCTED:** 0
DISTRICT: 4 **COUNTY:** Nance **FEATURE CROSSED:** COUNCIL CREEK
UTM ZONE: 14 **NORTHING:** 4,584,174.17 **EASTING:** 596,404.20 **TOWNSHIP:** 17 **RANGE:** 05 **DIRECTION W** **SECTION:** 36

STATUS: Extant - in service **OWNER:** State Highway Agency
STRUCTURE LENGTH (FT): 74 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 74 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.8 **MAIN SPAN DETAILS:** 5 prestressed concrete beams. Concrete deck with asphalt overlay. **APPROACH SPAN DETAILS:**

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Concrete None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

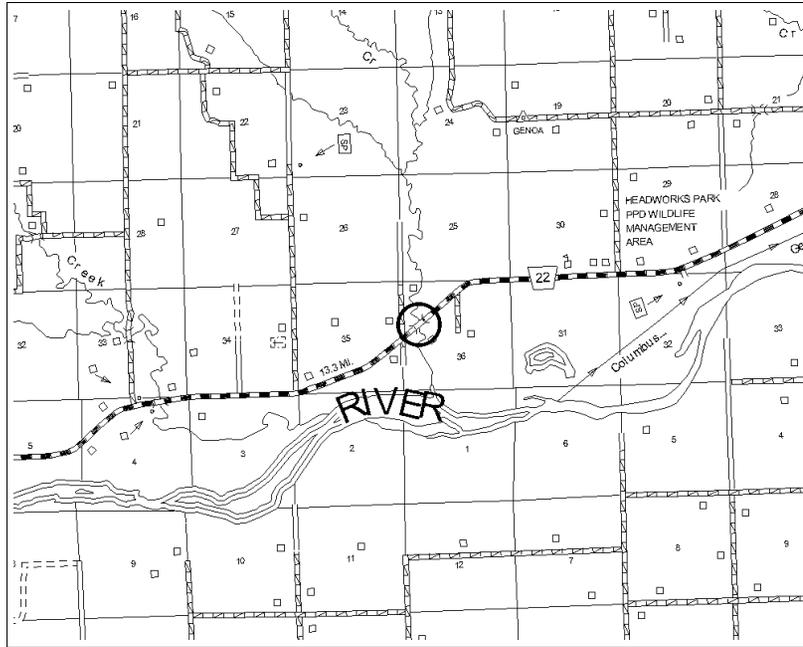
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant, early, representative example of the use of prestressed concrete in Nebraska, a new bridge material and technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete floor beams rest on round metal column pier abutments. Original railing removed and recently replaced with concrete railing. Bridge S022 06567 is recommended eligible because it has been identified as a significant early representative example of the type in the state. The bridge was built in 1957, prior to NDOR's issuance of its first standard plan for prestressed concrete beams (1958). The bridge retains integrity of its essential superstructure component, the prestressed-concrete beams; the original railing has been replaced with a concrete barrier railing, which does not alter the historic engineering integrity.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S067 05206 **NeHBS NUMBER:** OT05-011 **YEAR BUILT:** 1951
LOCATION: 0E LORTON **FEATURE CARRIED:** HIGHWAY N128 **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Otoe **FEATURE CROSSED:** NORTH FORK LITTLE NEMAHA RIVER
UTM ZONE: 14 **NORTHING:** 4,498,258.92 **EASTING:** 752,302.79 **TOWNSHIP:** 07 **RANGE:** 12 **DIRECTION:** E **SECTION:** 01

STATUS: Extant - in service **OWNER:** State Highway Agency

STRUCTURE LENGTH (FT): 192 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 188 Truss - thru
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.3 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 27.4 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Pratt overhead truss. 7 floor beams and riveted cross bracing.
Skewed bridge portal. V-lacing on main members. Concrete curbs.
Concrete deck with asphalt overlay.

TRUSS CONNECTION: Riveted **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe Capacity 20 tons, S-32(5)-1, 1951.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

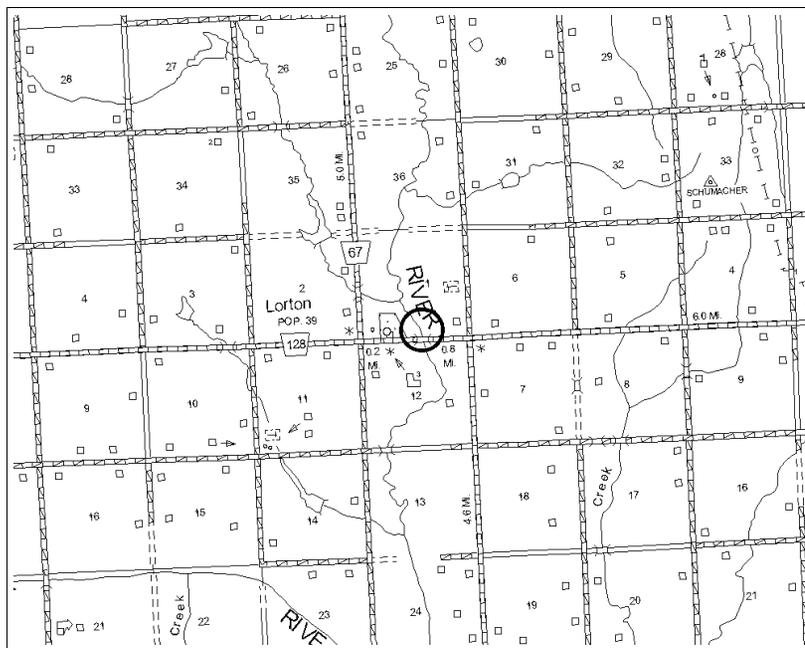
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Town (small communities)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Unusual span or structure length indicates exceptional engineering for the site; skewed portal is a special engineering feature.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Skewed abutments are a combination of steel and concrete. Timber wing walls. S067 05206 is recommended eligible for the National Register under Criterion C as a long example of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1955, it has a main span longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floorbeams) for the entire length of the bridge. In this example, the trusses are aligned for all panels (with perpendicular floorbeams) except the end panels, which are skewed. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S050 00179 **NeHBS NUMBER:** PW00-357 **YEAR BUILT:** 1954
LOCATION: SCL DUBOIS **FEATURE CARRIED:** HIGHWAY N50 **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Pawnee **FEATURE CROSSED:** LORES BRANCH
UTM ZONE: 14 **NORTHING:** 4,434,891.63 **EASTING:** 751,874.83 **TOWNSHIP:** 01 **RANGE:** 12 **DIRECTION:** E **SECTION:** 27

STATUS: Extant - in service **OWNER:** State Highway Agency
STRUCTURE LENGTH (FT): 81 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 80 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.4 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Deck steel-plate girder. Composite, with four welded plate girders with bent-plate diaphragms. Concrete deck and concrete curb.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam Capacity 20 tons, S-589(1)-2, 1954.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
NDOR: S.N. Ress, State Bridge Engineer

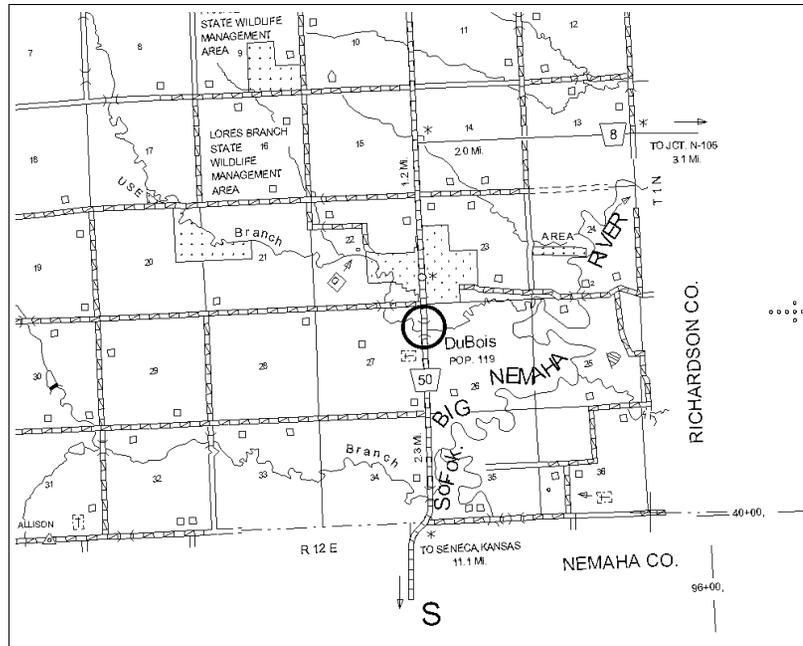
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Earliest extant all-welded state bridge with substantial integrity.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1509-F on plans. Bridge S050 00179 is a significant representative example of the state-designed, all-welded, steel girder type and is recommended eligible for the National Register under Criterion C. It also is the earliest extant state example of the all-welded steel girder type. This multi-girder (type 302) bridge has four all-welded, built-up girders with steel diaphragms, composite decks, and concrete abutments. It retains its original No. 10 gage, Flex-Beam guard railings. It retains complete design integrity and is believed to be one of a group of early, all-welded girder bridges completed or under contract by the state by 1956, according to an NDOR annual report.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007203810 **NeHBS NUMBER:** PK00-218 **YEAR BUILT:** 1956
LOCATION: W JCT US HIGHWAY 81/HIGHWAY N92 4S .9W **FEATURE CARRIED:** COUNTY ROAD 126TH STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 4 **COUNTY:** Polk **FEATURE CROSSED:** PRAIRIE CREEK
UTM ZONE: 14 **NORTHING:** 4,553,002.61 **EASTING:** 616,270.66 **TOWNSHIP:** 13 **RANGE:** 03 **DIRECTION W** **SECTION:** 01

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 51 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 49 Channel beam
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.6 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 27 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
7 double tee beams with single tee beams on the outside. Concrete curb and concrete deck with asphalt overlay.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam Capacity 20 tons, S-651-(2)-1, 1956.
SUBSTRUCTURE: Timber
ENGINEER / DESIGNER:

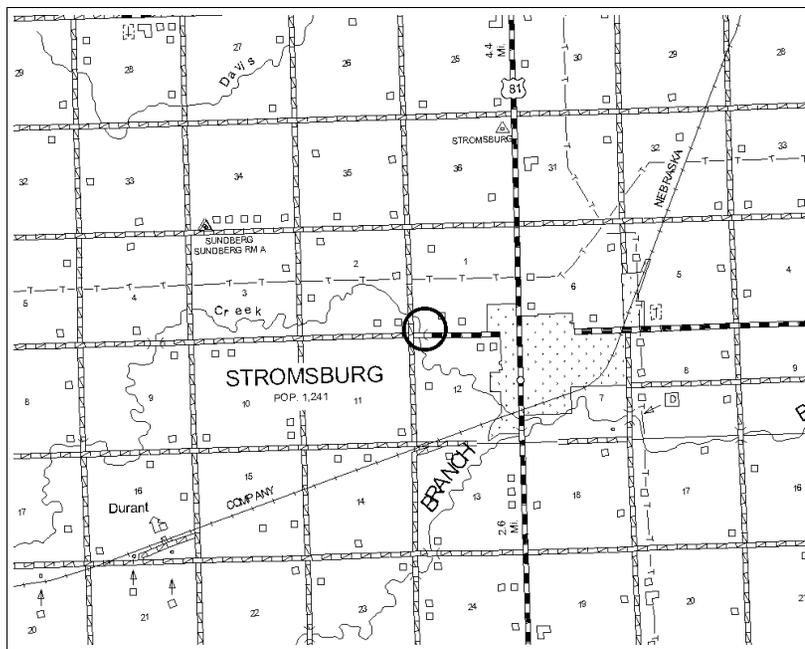
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early example of uncommon type in Nebraska utilizing new material and technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Abutments are a combination of concrete and timber. Timber wing walls. C007203810 is recommended eligible for the National Register under Criterion C as a significant early example of an uncommon bridge type from the subject period. The prestressed concrete channel beam never became a prevalent bridge type in Nebraska; there are no post-1965 prestressed concrete channel beams recorded in BISON. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007403435P **NeHBS NUMBER:** RH00-538 **YEAR BUILT:** 1953
LOCATION: JCT 159/MO SL 2S1.9E(Q-34) **FEATURE CARRIED:** HIGHWAY 7 **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Richardson **FEATURE CROSSED:** BIG NEMAHA RIVER
UTM ZONE: 14 **NORTHING:** 4,436,801.27 **EASTING:** 808,640.78 **TOWNSHIP:** 01 **RANGE:** 18 **DIRECTION:** E **SECTION:** 27

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 305 **BRIDGE TYPE:** Steel continuous **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 120 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.6 **NUMBER OF MAIN SPANS:** 3 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 24 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Deck steel-plate girder. Continuous, skewed, with three lines of welded plate-girders with bent-plate diaphragms, deeper over piers. Concrete deck.

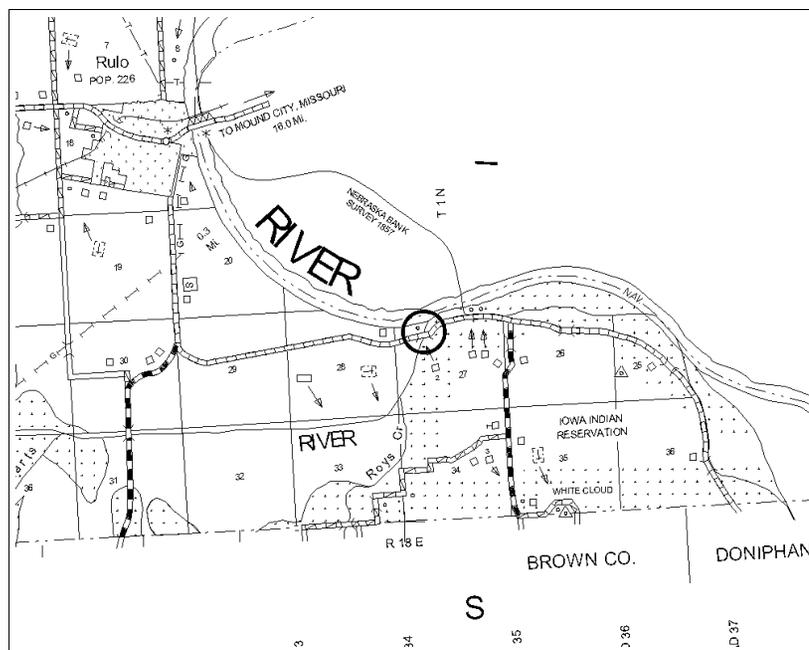
TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
Hodgkins and Associates
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Earliest all-welded steel-girder bridge in Nebraska, erected same year as earliest welded state bridge. Significant representative county example of type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete substructure with steel beam reinforcements at abutments. 2 solid concrete piers. Bridge C007403435P was built in 1953 and is recommended eligible for the National Register under Criterion C. It is the earliest known all-welded steel girder bridge in the state and is contemporaneous with Nebraska's first all-welded state bridge, which was discussed in the NDOR annual report at the time. This 305-foot, three-span, skewed, continuous structure has three lines of welded, built-up girders with diaphragms. The girders are slightly deeper over the piers. Although the original railing has been replaced, the bridge retains complete design and construction integrity for the welded, built-up girders and sufficient historic integrity to be eligible for the National Register. The county bridge foreman states that this bridge was built for the county and was never a state bridge, to the best of his knowledge.

SOURCES:

Designer/builder and county-ownership information from Roger Lee, bridge foreman, Richardson County, phone interview with Mead & Hunt, 4-25-07.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007423310 **NeHBS NUMBER:** RH00-540 **YEAR BUILT:** 1953
LOCATION: JCT 73/75 6.5E.6S (I/J-17) **FEATURE CARRIED:** COUNTY ROAD 646 AVENUE **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Richardson **FEATURE CROSSED:** MUDDY CREEK
UTM ZONE: 14 **NORTHING:** 4,448,307.02 **EASTING:** 780,434.24 **TOWNSHIP:** 02 **RANGE:** 15 **DIRECTION E** **SECTION:** 14

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 221 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:** Steel
LENGTH OF MAXIMUM SPAN (FT): 100 Truss - thru Girder and floorbeam system
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.2 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 2
DECK WIDTH (OUT-TO-OUT) (FT): 25.4 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Warren pony truss with polygonal top chord. 11 floor beams with cross bracing. Combination of riveted and bolted connections on truss members. Vertical supports. Concrete deck and curb. 4 I-beams.

TRUSS CONNECTION: Combination (see main span details) **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam S-288 (1)-1, 1953.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

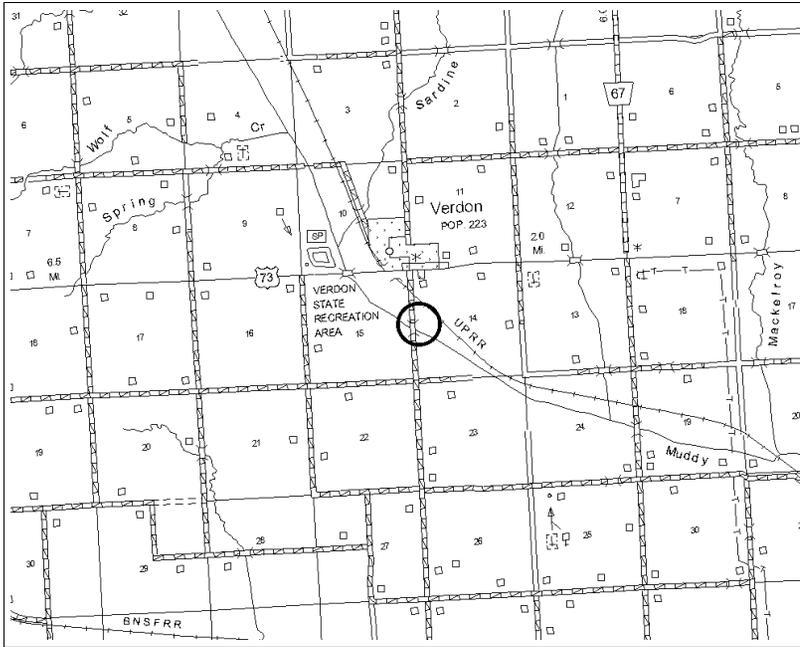
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Polygonal top chord represents significant variation within type; span length represents maximum possible for this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 closed piles. C007423310 features a polygonal top chord, a significant variation within the type, and a long main span (100 feet) that represents the maximum span length for the type in the subject period. The bridge retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007600505 **NeHBS NUMBER:** SA00-203 **YEAR BUILT:** 1950
LOCATION: 1.7W 4.1S OF FRIEND **FEATURE CARRIED:** COUNTY ROAD 300 STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Saline **FEATURE CROSSED:** TURKEY CREEK
UTM ZONE: 14 **NORTHING:** 4,495,140.05 **EASTING:** 641,308.84 **TOWNSHIP:** 07 **RANGE:** 01 **DIRECTION E** **SECTION:** 09

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 173 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 50 Girder and floorbeam system
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19 **NUMBER OF MAIN SPANS:** 5 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.6 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Steel I-beam. Cantilever, with floor beam system. 3 main I-beams support floor-beam system, including transverse floor beams and 6 longitudinal secondary beams. Beam webs in center span deeper than others. Timber deck.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

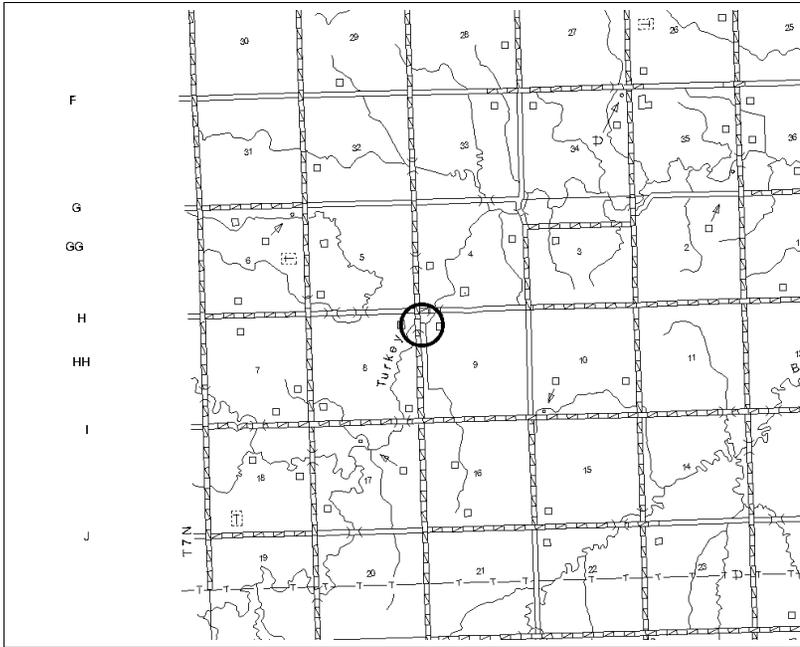
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant county adaptation of cantilever design, with extremely short cantilever arms and simple pinned hinges.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Corrugated steel abutments and wing walls. Steel piles. C007600505 is recommended eligible for the National Register under Criterion C. The structure's retention of the typically older two-girder/floor beam system, and unusually short cantilever arms, represents one county's adaptation of the cantilever designs developed by state highway engineers during subject period.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007601330 **NeHBS NUMBER:** SA00-204 **YEAR BUILT:** 1927
LOCATION: 1E 2.7S OF FRIEND **FEATURE CARRIED:** COUNTY ROAD 700 STREET **YEAR RECONSTRUCTED:** 1960
DISTRICT: 1 **COUNTY:** Saline **FEATURE CROSSED:** TURKEY CREEK
UTM ZONE: 14 **NORTHING:** 4,497,298.31 **EASTING:** 647,614.99 **TOWNSHIP:** 08 **RANGE:** 01 **DIRECTION E** **SECTION:** 36

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 141 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:** Steel
LENGTH OF MAXIMUM SPAN (FT): 86 Girder and floorbeam system Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 1
DECK WIDTH (OUT-TO-OUT) (FT): 21.6 **MAIN SPAN DETAILS:** Through steel-plate girder. Two riveted plate-girders with longitudinal stiffeners. Floor-beam system just below longitudinal stiffeners. Concrete curb and concrete deck. **APPROACH SPAN DETAILS:** 3 rolled beams with welded cross bracing. W-beam railing.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal plate None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

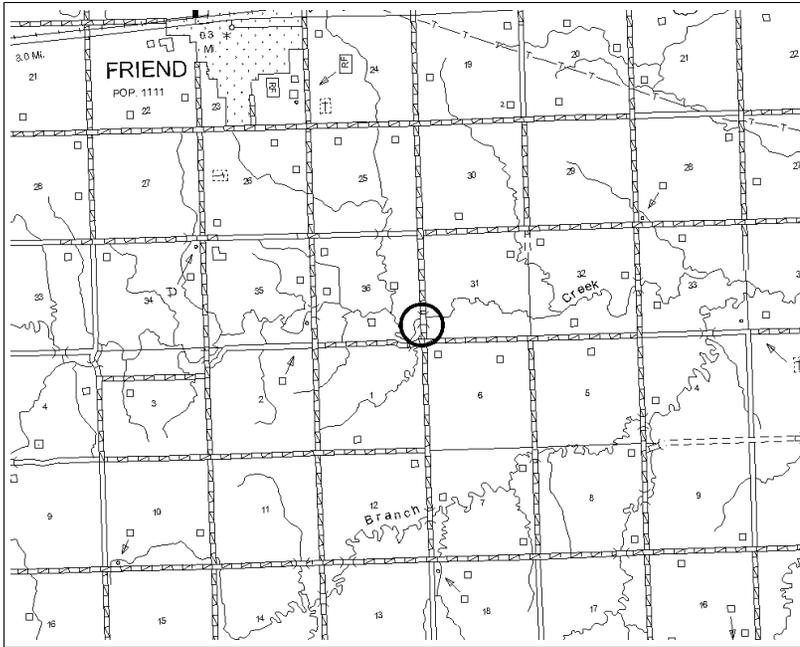
TYPE OF DEVELOPMENT: Rural (unincorporated areas) **ALTERATIONS:** Added approach span **DATE OF ALTERATION (IF KNOWN):**
SURROUNDING LAND USE: Agricultural

NBI HISTORIC CODE: 2 - Eligible for the NRHP **NATIONAL REGISTER DETERMINATION:** Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2007

REASON FOR NATIONAL REGISTER DETERMINATION: Criterion C: Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls. Steel stringer approach span added to original plate girder structure. Bridge C007601330 is a rare surviving example of an "important indigenous Nebraska structural type," according to the 1996 Nebraska Historic Bridge Inventory Update and is recommended eligible for the National Register under Criterion C. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007601330 has a year-built of 1927 and a year-reconstructed of 1960. The construction date is uncertain and it is possible that it was relocated to the current site in 1960. The bridge is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007614620 **NeHBS NUMBER:** SA00-207 **YEAR BUILT:** 1961
LOCATION: JCT HIGHWAY N15/HIGHWAY N74 3S 6.3E **FEATURE CARRIED:** W STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Saline **FEATURE CROSSED:** SWAN CREEK
UTM ZONE: 14 **NORTHING:** 4,471,553.33 **EASTING:** 664,543.88 **TOWNSHIP:** 05 **RANGE:** 03 **DIRECTION E** **SECTION:** 26

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 204 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 101 Truss - thru
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19 **NUMBER OF MAIN SPANS:** 3 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.6 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Pratt pony truss with parallel chords. Longest span has 4 floor beams. X-lacing on main members. Stamped "Illinois S USA" on main members. Shorter spans have 2 floor beams with cross bracing. V-lacing on main members. Metal deck with concrete overlay and curb.

TRUSS CONNECTION: Riveted **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

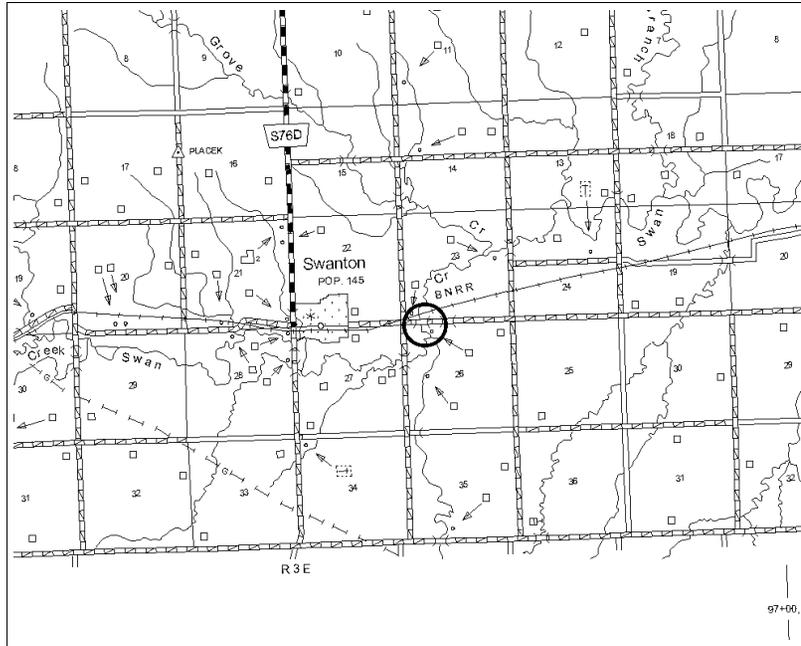
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Multi-span truss bridge with unusual span length indicating additional engineering effort for the site.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This structure includes three rigid-connected (riveted) Pratt pony-truss spans. Most rigid-connected Pratt pony truss bridges are single spans or have girder (non-truss) approaches. In addition, this example has an exceptionally long main-span of 101 feet for a parallel-chord pony truss. It retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007801415 **NeHBS NUMBER:** SD00-335 **YEAR BUILT:** 1965
LOCATION: 3N 5.5E OF PRAGUE **FEATURE CARRIED:** COUNTY ROAD U **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Saunders **FEATURE CROSSED:** SAND CREEK
UTM ZONE: 14 **NORTHING:** 4,580,152.66 **EASTING:** 691,995.01 **TOWNSHIP:** 16 **RANGE:** 06 **DIRECTION:** E **SECTION:** 23

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 91 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 90 Girder and floorbeam system
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.1 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 22.8 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Through steel-plate girder. Two riveted plate-girders with longitudinal stiffeners. Floor-beam system just below longitudinal stiffeners. Corrugated metal deck with concrete overlay. Concrete curb.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal plate None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

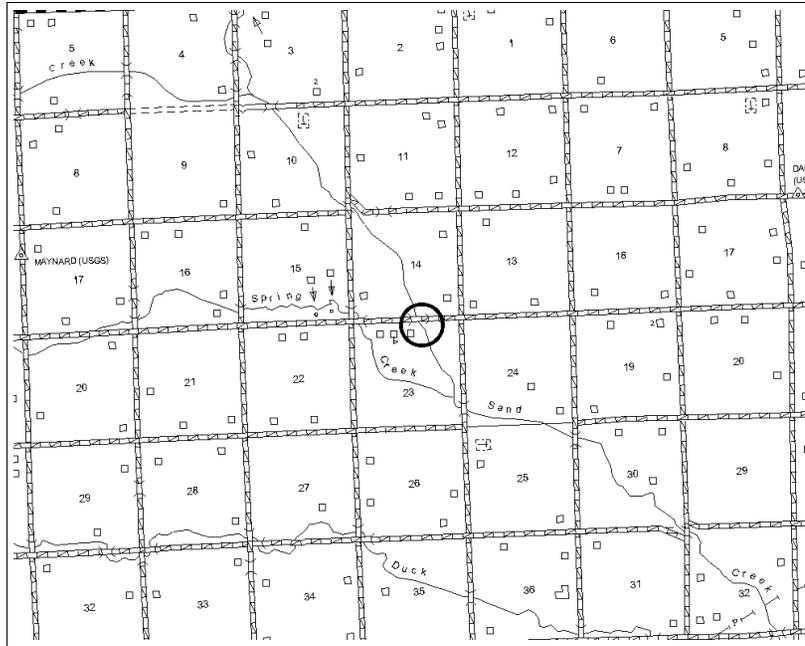
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

MOG-2-65 in concrete. Concrete abutments and wing walls. Bridge is similar to C007601330 and may date to c.1927. Bridge C007801415 is a rare surviving example of an "important indigenous Nebraska structural type," according to the 1996 Nebraska Historic Bridge Inventory Update and is recommended eligible for the National Register under Criterion C. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007801415 has a year-built of c1927. The construction date is uncertain and it is possible that it was relocated to the current sites in 1965. The bridge is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007802365 **NeHBS NUMBER:** SD00-337 **YEAR BUILT:** 1950
LOCATION: 4.7N 1E OF MALMO **FEATURE CARRIED:** COUNTY ROAD 21 **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Saunders **FEATURE CROSSED:** SAND CREEK
UTM ZONE: 14 **NORTHING:** 4,578,872.09 **EASTING:** 692,587.19 **TOWNSHIP:** 16 **RANGE:** 06 **DIRECTION E** **SECTION:** 23

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 136 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:** Steel
LENGTH OF MAXIMUM SPAN (FT): 99 Truss - thru Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.6 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 2
DECK WIDTH (OUT-TO-OUT) (FT): 16.1 **MAIN SPAN DETAILS:** Camelback overhead truss. 8 I-beams. V-lacing on main members with rivets. Timber deck with gravel and dirt overlay. **APPROACH SPAN DETAILS:** 8 I-beams and timber deck.

TRUSS CONNECTION: Pinned **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

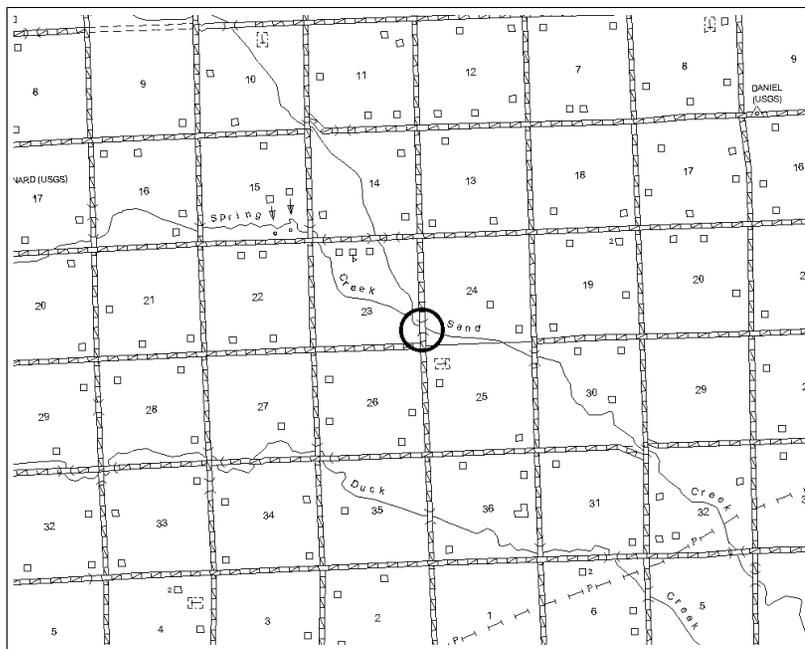
TYPE OF DEVELOPMENT: Rural (unincorporated areas) **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
SURROUNDING LAND USE: Agricultural

NBI HISTORIC CODE: 2 - Eligible for the NRHP **NATIONAL REGISTER DETERMINATION:** Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant representative example of an early truss type that was uncommon in Nebraska.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments. Although this Camelback truss bridge has a 1950 construction date in BISON, field survey and analysis indicate a much earlier construction date, probably before 1920, judging from the light weight of the individual members and the use of pin connections. It is possible that the 1950 date represents the year that this bridge was relocated to its present site, although relocation was not determined by field survey. The bridge is a significant representative of this unusual and early truss type in Nebraska. It embodies the characteristics of the type and it retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007922815R **NeHBS NUMBER:** SF00-339 **YEAR BUILT:** 1950
LOCATION: JCT HIGHWAY N71/HIGHWAY N92 2N **FEATURE CARRIED:** BROADWAY STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 5 **COUNTY:** Scotts Bluff **FEATURE CROSSED:** NORTH PLATTE RIVER
UTM ZONE: 14 **NORTHING:** 4,643,823.90 **EASTING:** 112,989.20 **TOWNSHIP:** 22 **RANGE:** 55 **DIRECTION W** **SECTION:** 26

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 432 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 54 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28 **NUMBER OF MAIN SPANS:** 8 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 37 **MAIN SPAN DETAILS:** Steel I-beam. Cantilevered, with 6 rolled I-beams with bent-plate diaphragms. Concrete deck and curbs. **APPROACH SPAN DETAILS:**

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe Ornamental rail/parapet Capacity 20 tons, U-103(5)-1, 1950.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

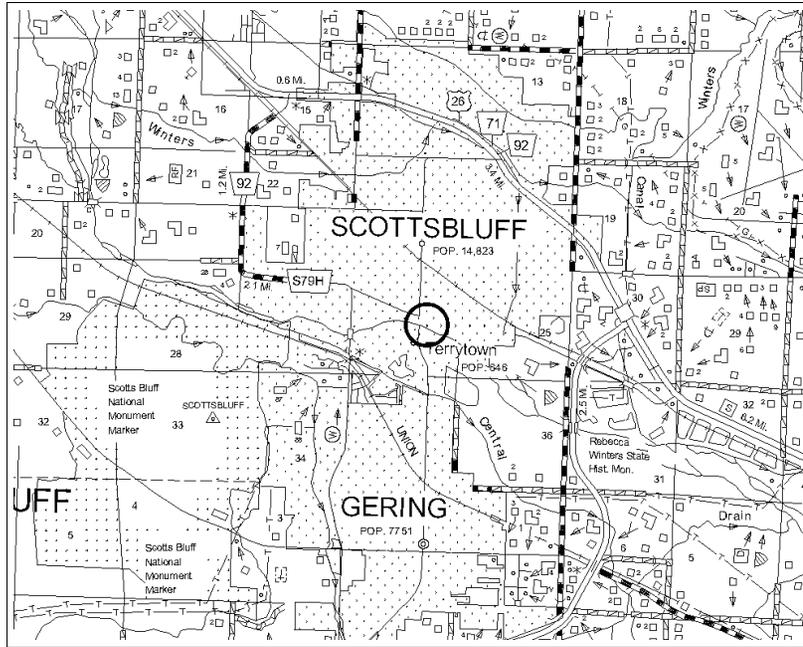
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
City (areas of urban development)
SURROUNDING LAND USE:
Commercial

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion A: Example of common post-World War II bridge type adapted for urban setting.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Solid concrete piers. Matching metal railings are two different heights. Shorter railing on 16" curb on left side (west) of bridge. Taller railing on 4" curb on east side (next to sidewalk). Pedestrian walkway along side of bridge. Built in 1950, Bridge C007922815R accommodates a pedestrian walkway on one side and conforms to its community setting. The original ornamental steel railing remains in place. This highly intact structure represents an urban adaptation of a common post-World War II bridge type.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S053 00412 **NeHBS NUMBER:** TY00-270 **YEAR BUILT:** 1947
LOCATION: 3S ALEXANDRIA **FEATURE CARRIED:** HIGHWAY N53 **YEAR RECONSTRUCTED:** 0
DISTRICT: 4 **COUNTY:** Thayer **FEATURE CROSSED:** LITTLE BLUE RIVER
UTM ZONE: 14 **NORTHING:** 4,451,946.28 **EASTING:** 637,442.49 **TOWNSHIP:** 03 **RANGE:** 01 **DIRECTION W** **SECTION:** 24

STATUS: Extant - in service **OWNER:** State Highway Agency

STRUCTURE LENGTH (FT): 436 **BRIDGE TYPE:** Steel continuous **APPROACH SPAN TYPE:** Steel
LENGTH OF MAXIMUM SPAN (FT): 100 Stringer/multibeam or girder Stringer/multibeam or girder

BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22 **NUMBER OF MAIN SPANS:** 2 **NUMBER OF APPROACH SPANS:** 3
DECK WIDTH (OUT-TO-OUT) (FT): 24.4 **MAIN SPAN DETAILS:** Steel I-beam. Continuous, cantilevered with 4 rolled I-beams with bent plate diaphragms. Combination of riveted and welded connections. Concrete deck with curbs. **APPROACH SPAN DETAILS:** 4 girders with rivets and welding.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal **BRIDGE PLAQUE TEXT:** Capacity 20 tons, 8-35(8)Div.I-1R, 1947.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
NDOR: Warden G. Scott, State Bridge Engineer

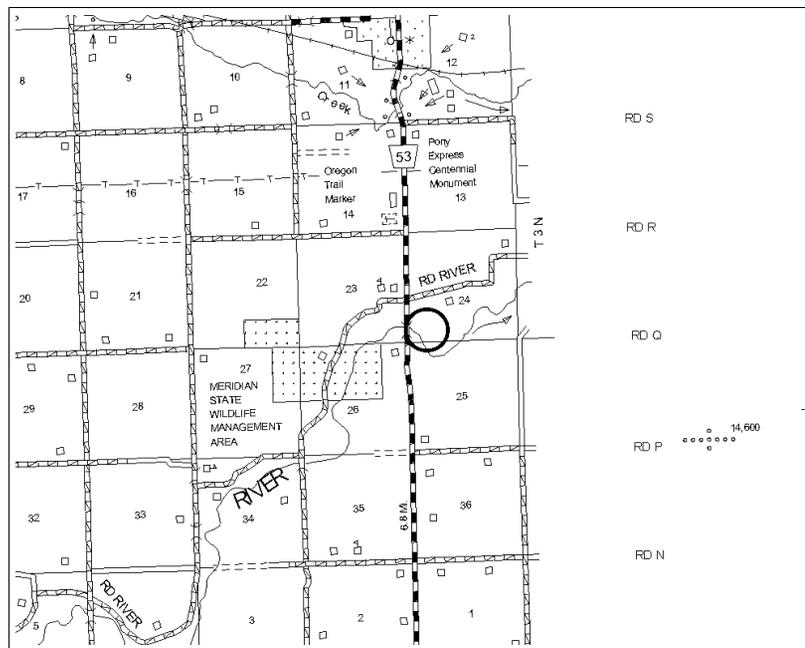
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early and highly intact example of a combined cantilever/continuous span design.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Solid piers formed of steel sheet piles filled with concrete. Concrete caps. Railing 1509-F on plans. Original metal railing with curved ends. S053 00412 is recommended eligible for the National Register under Criterion C as an early example of a design that utilizes both cantilever and continuous spans, a combination of special engineering features. With unaltered sheet-pile and concrete piers and intact original railings, this bridge retains excellent integrity.

SOURCES:

Bridge plans dated 1947 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S094 00025 **NeHBS NUMBER:** TS00-101 **YEAR BUILT:** 1955
LOCATION: ECL PENDER **FEATURE CARRIED:** HIGHWAY N94 **YEAR RECONSTRUCTED:** 0
DISTRICT: 3 **COUNTY:** Thurston **FEATURE CROSSED:** LOGAN CREEK
UTM ZONE: 14 **NORTHING:** 4,665,097.34 **EASTING:** 689,866.85 **TOWNSHIP:** 25 **RANGE:** 06 **DIRECTION:** E **SECTION:** 26

STATUS: Extant - in service **OWNER:** State Highway Agency

STRUCTURE LENGTH (FT): 192 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 192 Truss - thru
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.9 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Pratt overhead truss. 4 steel stringers and 7 floor beams. Only bridge ends are skewed, central part of span and trusses not skewed. Skewed portals. V-lacing on main members. Concrete deck and concrete curb.

TRUSS CONNECTION: Riveted **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe Capacity 20 tons, S-373-(5)-1, 1955.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:
NDOR: S.N. Ress

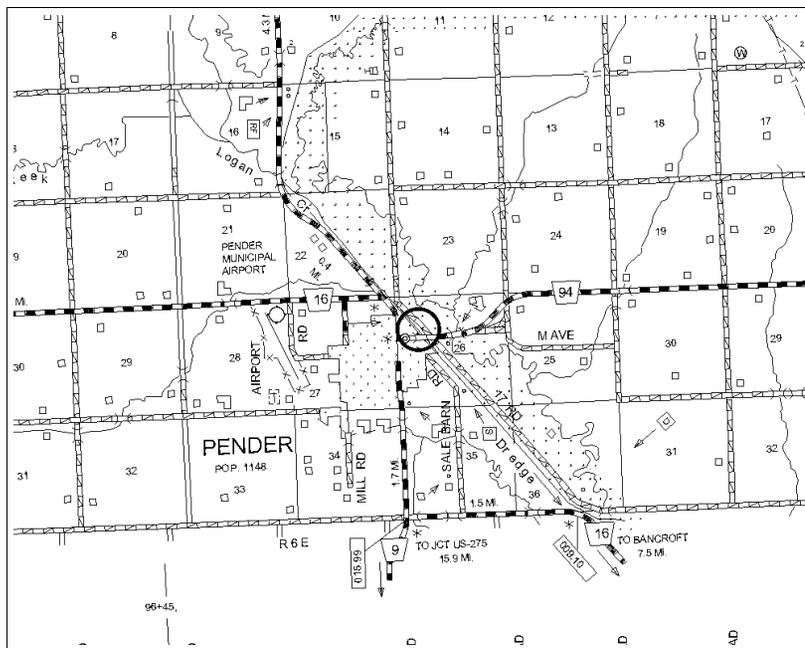
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) 1979
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Unusual span or structure length indicates exceptional engineering for the site; skewed portal is a special engineering feature.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

S094 00025, Thurston County is recommended eligible for the National Register under Criterion C as a long example of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1955, it has a main span longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floorbeams) for the entire length of the bridge. In this example, the trusses are aligned for all panels (with perpendicular floorbeams) except the end panels, which are skewed. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

Bridge plans dated 1955 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008900605 **NeHBS NUMBER:** WN00-261 **YEAR BUILT:** 1955
LOCATION: 1.3S 9.4W HERMAN **FEATURE CARRIED:** COUNTY ROAD 190 **YEAR RECONSTRUCTED:** 0
DISTRICT: 2 **COUNTY:** Washington **FEATURE CROSSED:** STREAM
UTM ZONE: 14 **NORTHING:** 4,614,725.85 **EASTING:** 716,077.41 **TOWNSHIP:** 20 **RANGE:** 09 **DIRECTION:** E **SECTION:** 34

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 32 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 31 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.8 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 22 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Steel I-beam. 12 rolled I-beams with transverse I-beam separators.
Vaulted, corrugated steel deck plates rest on lower flanges of beams,
with concrete and gravel overlay.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

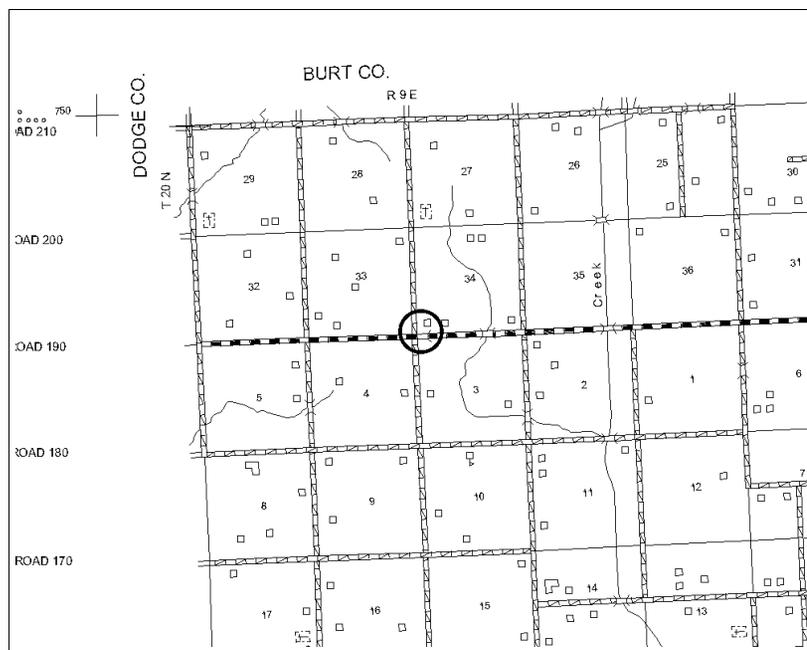
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Steel piles. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for the deck. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. This is one of two jack-arch bridges identified in the survey.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008910905 **NeHBS NUMBER:** WN00-271 **YEAR BUILT:** 1955
LOCATION: 3N ARLINGTON **FEATURE CARRIED:** COUNTY ROAD E **YEAR RECONSTRUCTED:** 0
DISTRICT: 2 **COUNTY:** Washington **FEATURE CROSSED:** STREAM
UTM ZONE: 14 **NORTHING:** 4,596,131.91 **EASTING:** 719,839.95 **TOWNSHIP:** 18 **RANGE:** 09 **DIRECTION:** E **SECTION:** 36

STATUS: Extant - in service **OWNER:** County Highway Agency
STRUCTURE LENGTH (FT): 32 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 31 Tee beam
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 30 **MAIN SPAN DETAILS:** 10 concrete tee-beams. Concrete deck with asphalt overlay. **APPROACH SPAN DETAILS:**

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe None.
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

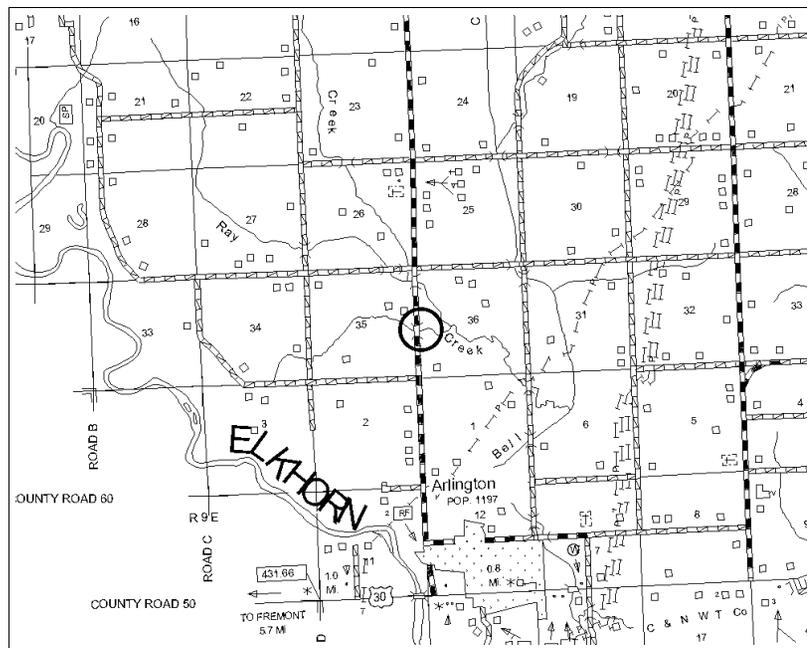
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early representative example of the use of prestressed concrete in Nebraska and for this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This bridge is recommended eligible because it is one of the earliest extant examples of the use of prestressed concrete in Nebraska. It also is an early example of the prestressed concrete tee-beam type from the subject period that becomes a common type after 1965. Bridge C008910905 retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



Appendix D. List of Not Eligible Bridges (1947 to 1965)

Appendix D
List of Not Eligible Bridges (1947 to 1965)

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Adams	C000100905	Not eligible
Adams	C000101615	Not eligible
Adams	C000102203	Not eligible
Adams	C000103005	Not eligible
Adams	C000103025	Not eligible
Adams	C000112215	Not eligible
Adams	C000123810	Not eligible
Adams	C000124225	Not eligible
Adams	C000134030	Not eligible
Adams	S006 19604	Not eligible
Adams	S006 20204	Not eligible
Antelope	C000201010	Not eligible
Antelope	C000201405	Not eligible
Antelope	C000201705P	Not eligible
Antelope	C000201710P	Not eligible
Antelope	C000202705	Not eligible
Antelope	C000203705	Not eligible
Antelope	C000204305	Not eligible
Antelope	C000204405P	Not eligible
Antelope	C000204605P	Not eligible
Antelope	C000204610	Not eligible
Antelope	C000204805	Not eligible
Antelope	C000204810	Not eligible
Antelope	C000204815	Not eligible
Antelope	C000205605	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Antelope	C000205805	Not eligible
Antelope	C000206005P	Not eligible
Antelope	C000210305	Not eligible
Antelope	C000210405	Not eligible
Antelope	C000210503	Not eligible
Antelope	C000210505	Not eligible
Antelope	C000212105	Not eligible
Antelope	C000212715	Not eligible
Antelope	C000212720	Not eligible
Antelope	C000213905P	Not eligible
Antelope	C000214705	Not eligible
Antelope	C000215020	Not eligible
Antelope	C000215205P	Not eligible
Antelope	C000215615	Not eligible
Antelope	C000216610	Not eligible
Antelope	C000217010	Not eligible
Antelope	C000220220	Not eligible
Antelope	C000221310	Not eligible
Antelope	C000221315	Not eligible
Antelope	C000221940	Not eligible
Antelope	C000222315	Not eligible
Antelope	C000222320	Not eligible
Antelope	C000224005	Not eligible
Antelope	C000224125	Not eligible
Antelope	C000224320	Not eligible
Antelope	C000224325	Not eligible
Antelope	C000224510	Not eligible
Antelope	C000226810	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Antelope	C000230110	Not eligible
Antelope	C000231105	Not eligible
Antelope	C000233910	Not eligible
Antelope	C000235815	Not eligible
Antelope	C000243920	Not eligible
Banner	C000404005	Not eligible
Blaine	C000500705	Not eligible
Blaine	C000503105	Not eligible
Blaine	C000511905	Not eligible
Boone	C000612310P	Not eligible
Boone	C000620420	Not eligible
Boone	S056 02857	Not eligible
Boone	S056 03349	Not eligible
Boyd	C000817305	Not eligible
Boyd	M034006910	Not eligible
Brown	C000901705P	Not eligible
Brown	C000902105	Not eligible
Brown	C000902805	Not eligible
Brown	C000903405	Not eligible
Brown	C000903510	Not eligible
Brown	C000903605	Not eligible
Brown	C000904005	Not eligible
Brown	C000912305	Not eligible
Brown	C000912705	Not eligible
Brown	C000912905	Not eligible
Brown	C000912910	Not eligible
Brown	C000913010	Not eligible
Brown	C000913105	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Brown	C000913505P	Not eligible
Brown	C000922505	Not eligible
Brown	C000922515	Not eligible
Brown	C000922710	Not eligible
Brown	C000922915	Not eligible
Brown	C000923115	Not eligible
Brown	C000923505P	Not eligible
Brown	C000923905	Not eligible
Brown	C000923915	Not eligible
Brown	C000933305	Not eligible
Brown	C000933315	Not eligible
Brown	M001513705	Not eligible
Buffalo	C001000525	Not eligible
Buffalo	C001001105	Not eligible
Buffalo	C001001115	Not eligible
Buffalo	C001004805	Not eligible
Buffalo	C001005205	Not eligible
Buffalo	C001006330	Not eligible
Buffalo	C001007340	Not eligible
Buffalo	C001016902	Not eligible
Buffalo	C001017510	Not eligible
Buffalo	C001023465	Not eligible
Buffalo	C001025925	Not eligible
Buffalo	C001034060	Not eligible
Buffalo	C001034065	Not eligible
Buffalo	C001040250	Not eligible
Buffalo	S040 06642	Not eligible
Buffalo	S040 07244	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Buffalo	S044 04983L	Not eligible
Buffalo	S044 04983R	Not eligible
Buffalo	S080 25908	Not eligible
Buffalo	S080 26193	Not eligible
Buffalo	S080 26369	Not eligible
Buffalo	S080 27140	Not eligible
Buffalo	S080 27264	Not eligible
Buffalo	S080 27265	Not eligible
Buffalo	S080 27367	Not eligible
Buffalo	S080 27675	Not eligible
Buffalo	S080 28726	Not eligible
Buffalo	S080 28830	Not eligible
Buffalo	S080 29038	Not eligible
Buffalo	S183 06281	Not eligible
Buffalo	S183 06465	Not eligible
Buffalo	U1350C5205	Not eligible
Buffalo	U1350F5205	Not eligible
Burt	C001100110	Not eligible
Burt	C001101605P	Not eligible
Burt	C001101615P	Not eligible
Burt	C001101705	Not eligible
Burt	C001102420	Not eligible
Burt	C001102505P	Not eligible
Burt	C001102510P	Not eligible
Burt	C001103020	Not eligible
Burt	C001103105P	Not eligible
Burt	C001103810	Not eligible
Burt	C001112110	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Burt	C001112807	Not eligible
Burt	C001122220	Not eligible
Burt	C001132610	Not eligible
Burt	S075 13601	Not eligible
Butler	C001200605	Not eligible
Butler	C001202210	Not eligible
Butler	C001204220	Not eligible
Butler	C001225215	Not eligible
Butler	C001234905	Not eligible
Butler	M236500705	Not eligible
Butler	SS12B00427	Not eligible
Butler	SS12B00841	Not eligible
Cass	C001300320	Not eligible
Cass	C001301305	Not eligible
Cass	C001301325	Not eligible
Cass	C001301405P	Not eligible
Cass	C001301615	Not eligible
Cass	C001301620	Not eligible
Cass	C001301625	Not eligible
Cass	C001301630	Not eligible
Cass	C001301635	Not eligible
Cass	C001302210	Not eligible
Cass	C001302215	Not eligible
Cass	C001302305P	Not eligible
Cass	C001302835	Not eligible
Cass	C001303220	Not eligible
Cass	C001303860	Not eligible
Cass	C001304505	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Cass	C001304730	Not eligible
Cass	C001304905P	Not eligible
Cass	C001306320	Not eligible
Cass	C001311235P	Not eligible
Cass	C001312845	Not eligible
Cass	C001321845	Not eligible
Cass	M259513505	Not eligible
Cass	S001 00266	Not eligible
Cass	S001 00479	Not eligible
Cass	S034 37299	Not eligible
Cass	S050 07665	Not eligible
Cass	S063 01270	Not eligible
Cass	S080 41673	Not eligible
Cass	S080 41814	Not eligible
Cass	S080 41953	Not eligible
Cass	S080 42350	Not eligible
Cass	SS13K00087	Not eligible
Cedar	C001400505	Not eligible
Cedar	C001400905	Not eligible
Cedar	C001400910	Not eligible
Cedar	C001401135	Not eligible
Cedar	C001401203	Not eligible
Cedar	C001401205	Not eligible
Cedar	C001401305P	Not eligible
Cedar	C001401420	Not eligible
Cedar	C001403305	Not eligible
Cedar	C001403505P	Not eligible
Cedar	C001403855	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Cedar	C001404105	Not eligible
Cedar	C001404805	Not eligible
Cedar	C001405830	Not eligible
Cedar	C001406005	Not eligible
Cedar	C001410205P	Not eligible
Cedar	C001412225	Not eligible
Cedar	C001413910	Not eligible
Cedar	C001414607	Not eligible
Cedar	C001414825	Not eligible
Cedar	C001415608	Not eligible
Cedar	C001416403	Not eligible
Cedar	C001420110	Not eligible
Cedar	C001431335	Not eligible
Cedar	C001445215	Not eligible
Cedar	S012 20366	Not eligible
Cedar	S057 07256	Not eligible
Cedar	S121 07962	Not eligible
Chase	C001507305	Not eligible
Chase	SS15A00663	Not eligible
Cherry	C001605405P	Not eligible
Cherry	C0E1616105	Not eligible
Cherry	S061 21751	Not eligible
Cheyenne	C001703215P	Not eligible
Cheyenne	C001711710	Not eligible
Cheyenne	C001712905	Not eligible
Cheyenne	C001716903	Not eligible
Clay	C001800510	Not eligible
Clay	C001801025	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Clay	C001802305	Not eligible
Clay	C001802815	Not eligible
Clay	C001802905	Not eligible
Clay	C001802910	Not eligible
Clay	C001803305	Not eligible
Clay	C001803915	Not eligible
Clay	C001803920	Not eligible
Clay	C001804410	Not eligible
Clay	C001810410	Not eligible
Clay	C001810915	Not eligible
Clay	C001811510	Not eligible
Clay	C001811615	Not eligible
Clay	C001813405	Not eligible
Clay	C001823205	Not eligible
Colfax	C001900105	Not eligible
Colfax	C001900320	Not eligible
Colfax	C001900715	Not eligible
Colfax	C001901950	Not eligible
Colfax	S030 40004	Not eligible
Cuming	C002000310	Not eligible
Cuming	C002001145	Not eligible
Cuming	C002001725	Not eligible
Cuming	C002002105P	Not eligible
Cuming	C002004940	Not eligible
Cuming	C002004945	Not eligible
Cuming	S009 00244	Not eligible
Cuming	S009 00436	Not eligible
Cuming	S009 01397	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Cuming	S009 01514	Not eligible
Cuming	S275 09644	Not eligible
Cuming	S275 09803	Not eligible
Cuming	S275 10009	Not eligible
Custer	C002103505P	Not eligible
Custer	C002108505	Not eligible
Custer	C002116420	Not eligible
Custer	C002117130P	Not eligible
Custer	C002126305P	Not eligible
Custer	C002126925P	Not eligible
Custer	C002135805	Not eligible
Custer	C002143005	Not eligible
Custer	C002146925	Not eligible
Custer	C002156720	Not eligible
Custer	C002158415	Not eligible
Custer	C002167530	Not eligible
Custer	C002168520	Not eligible
Custer	C002171620P	Not eligible
Custer	C0E2120320	Not eligible
Custer	C0E2131035	Not eligible
Custer	S040 02787	Not eligible
Custer	S092 30077	Not eligible
Custer	S092 30376	Not eligible
Custer	S092 30848	Not eligible
Custer	S183 08904	Not eligible
Custer	S183 08934	Not eligible
Custer	S183 09901	Not eligible
Custer	S183 09927	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Custer	S183 10638	Not eligible
Custer	S183 11217	Not eligible
Custer	S183 11356	Not eligible
Custer	S183 11375	Not eligible
Custer	S183 11396	Not eligible
Custer	SS21C00286	Not eligible
Dakota	C002200320	Not eligible
Dakota	S035 05177	Not eligible
Dakota	S035 05800	Not eligible
Dakota	S035 05988	Not eligible
Dakota	S035 06246	Not eligible
Dawes	C002323810	Not eligible
Dawes	S071 13773	Not eligible
Dawes	S071 14205	Not eligible
Dawes	S071 14237	Not eligible
Dawes	S071 14755	Not eligible
Dawson	C002427715	Not eligible
Dawson	C002427720	Not eligible
Dawson	C002433810	Not eligible
Dawson	C002433815	Not eligible
Dawson	C002433820	Not eligible
Dawson	S021 00579	Not eligible
Dawson	S021 02931	Not eligible
Dawson	S021 03166	Not eligible
Dawson	S021 03228	Not eligible
Dawson	S023 11030	Not eligible
Dawson	S023 11189	Not eligible
Dawson	S047 05757	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Dawson	S047 05814	Not eligible
Dawson	S080 21735	Not eligible
Dawson	S080 22067	Not eligible
Dawson	S080 22249	Not eligible
Dawson	S080 23457	Not eligible
Dawson	S080 24007	Not eligible
Dawson	S080 24347	Not eligible
Dawson	S080 24856	Not eligible
Dawson	S080 25059	Not eligible
Dawson	S080 25461	Not eligible
Dawson	S283 05534	Not eligible
Deuel	S027 10031	Not eligible
Dixon	S009 05482	Not eligible
Dixon	S009 05953	Not eligible
Dixon	S116 00062	Not eligible
Dixon	S116 00090	Not eligible
Dixon	S116 00385	Not eligible
Dixon	S116 00514	Not eligible
Dixon	S116 00588	Not eligible
Dixon	SS26B00188	Not eligible
Dodge	C002700205P	Not eligible
Dodge	C002700530	Not eligible
Dodge	C002700810	Not eligible
Dodge	C002700940	Not eligible
Dodge	C002701205	Not eligible
Dodge	C002701210	Not eligible
Dodge	C002701220	Not eligible
Dodge	C002701230	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Dodge	C002701240	Not eligible
Dodge	C002701935	Not eligible
Dodge	C002702105	Not eligible
Dodge	C002702120	Not eligible
Dodge	C002702405	Not eligible
Dodge	C002702905P	Not eligible
Dodge	C002703105	Not eligible
Dodge	C002703615	Not eligible
Dodge	C002703715P	Not eligible
Dodge	C002703720	Not eligible
Dodge	C002703815	Not eligible
Dodge	C002703820	Not eligible
Dodge	C002704015	Not eligible
Dodge	C002704205P	Not eligible
Dodge	C002704210P	Not eligible
Dodge	C002705710	Not eligible
Dodge	C002714507	Not eligible
Dodge	C002720635	Not eligible
Dodge	C002721035	Not eligible
Dodge	C002724510P	Not eligible
Dodge	C002731620	Not eligible
Dodge	C002731625	Not eligible
Dodge	C002732025	Not eligible
Dodge	C002732030	Not eligible
Dodge	S030 40704	Not eligible
Dodge	S077 11144	Not eligible
Dodge	S079 04696	Not eligible
Dodge	S079 04748	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Dodge	S275 12888	Not eligible
Douglas	C002800405	Not eligible
Douglas	C002800410	Not eligible
Douglas	C002800810	Not eligible
Douglas	C002801605	Not eligible
Douglas	C002801715	Not eligible
Douglas	C002801720	Not eligible
Douglas	C002802805	Not eligible
Douglas	C002812105	Not eligible
Douglas	S064 07824	Not eligible
Douglas	S092 46635	Not eligible
Douglas	S480 00413	Not eligible
Douglas	S680 01343L	Not eligible
Douglas	S680 01343R	Not eligible
Douglas	U182500980	Not eligible
Dundy	S034 00513	Not eligible
Dundy	S034 00631	Not eligible
Dundy	S061 01192	Not eligible
Fillmore	C003000110	Not eligible
Fillmore	C003000405P	Not eligible
Fillmore	C003000815	Not eligible
Fillmore	C003001510	Not eligible
Fillmore	C003001515	Not eligible
Fillmore	C003003205	Not eligible
Fillmore	C003003705	Not eligible
Fillmore	C003003915	Not eligible
Fillmore	C003004105	Not eligible
Fillmore	C003004335	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Fillmore	C003004610	Not eligible
Fillmore	S074 07174	Not eligible
Fillmore	S081 03905	Not eligible
Franklin	C003110910	Not eligible
Franklin	C003124005P	Not eligible
Franklin	M169000515	Not eligible
Franklin	S004 03768	Not eligible
Franklin	S136 04128	Not eligible
Franklin	S136 04548	Not eligible
Franklin	S136 04629	Not eligible
Franklin	S136 05029	Not eligible
Franklin	S136 05108	Not eligible
Franklin	SL31D00024	Not eligible
Franklin	SS31B00272	Not eligible
Frontier	C003200305P	Not eligible
Frontier	C003200805	Not eligible
Frontier	C003204305P	Not eligible
Frontier	C003205905	Not eligible
Frontier	C003214305	Not eligible
Frontier	S018 01063	Not eligible
Frontier	S023 08874	Not eligible
Frontier	S023 09443	Not eligible
Frontier	S023 11464	Not eligible
Frontier	S023 11597	Not eligible
Frontier	S023 11956	Not eligible
Frontier	S023 12004	Not eligible
Frontier	S023 12106	Not eligible
Frontier	S083 04610	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Furnas	C003304510	Not eligible
Furnas	C009635005	Not eligible
Furnas	S089 04965	Not eligible
Furnas	S089 05119	Not eligible
Furnas	S089 05267	Not eligible
Furnas	S136 00212A	Not eligible
Furnas	S136 00212B	Not eligible
Furnas	S136 00212C	Not eligible
Gage	C003400105P	Not eligible
Gage	C003400420	Not eligible
Gage	C003401305	Not eligible
Gage	C003401610	Not eligible
Gage	C003402005	Not eligible
Gage	C003402040	Not eligible
Gage	C003402505	Not eligible
Gage	C003403405	Not eligible
Gage	C003403405P	Not eligible
Gage	C003403620	Not eligible
Gage	C003404540	Not eligible
Gage	C003411430	Not eligible
Gage	C003411505	Not eligible
Gage	C003412315	Not eligible
Gage	C003412325	Not eligible
Gage	C003412625	Not eligible
Gage	C003412630	Not eligible
Gage	C003413025	Not eligible
Gage	C003413125	Not eligible
Gage	C003413630	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Gage	C003413650	Not eligible
Gage	C003414405	Not eligible
Gage	C003422105P	Not eligible
Gage	C003423420	Not eligible
Gage	C003426030	Not eligible
Gage	C003426430	Not eligible
Gage	C003430720	Not eligible
Gage	C003436240	Not eligible
Gage	C003440935	Not eligible
Gage	C003444330	Not eligible
Gage	C003462115	Not eligible
Gage	C009607405	Not eligible
Gage	M0010C1005	Not eligible
Gage	S004 15219	Not eligible
Gage	S004 15408	Not eligible
Gage	S004 15513	Not eligible
Gage	S008 08619	Not eligible
Gage	S041 07520	Not eligible
Gage	S041 07590	Not eligible
Gage	S041 07888	Not eligible
Gage	S041 08345	Not eligible
Gage	S041 08450	Not eligible
Gage	S041 08498	Not eligible
Gage	SS34A00246	Not eligible
Gage	SS34D00038	Not eligible
Garfield	C003612305	Not eligible
Garfield	S011 09388	Not eligible
Gosper	C003702905P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Gosper	C003712715	Not eligible
Gosper	C003713230	Not eligible
Gosper	C003713805	Not eligible
Gosper	C003714410	Not eligible
Gosper	C003714715	Not eligible
Gosper	C003731605	Not eligible
Gosper	S023 12549	Not eligible
Greeley	C003900105P	Not eligible
Greeley	C003900605	Not eligible
Greeley	C003900610	Not eligible
Greeley	C003900705	Not eligible
Greeley	C003900710P	Not eligible
Greeley	C003900805P	Not eligible
Greeley	C003901310	Not eligible
Greeley	C003903005P	Not eligible
Greeley	C003903105P	Not eligible
Greeley	C003903305	Not eligible
Greeley	C003903320	Not eligible
Greeley	C003904605	Not eligible
Greeley	C003912910	Not eligible
Greeley	C003913810	Not eligible
Greeley	C003920405	Not eligible
Greeley	C003923425	Not eligible
Greeley	C003933605P	Not eligible
Greeley	C003934715	Not eligible
Greeley	C003953115	Not eligible
Greeley	M267004815P	Not eligible
Greeley	S281 11816	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Hall	C004001025	Not eligible
Hall	C004001415	Not eligible
Hall	C004002405	Not eligible
Hall	C004002610	Not eligible
Hall	C004004135	Not eligible
Hall	C004011115	Not eligible
Hall	C004012025	Not eligible
Hall	C004012910	Not eligible
Hall	C004014315	Not eligible
Hall	C004014810	Not eligible
Hall	C004024325	Not eligible
Hall	S034 22572L	Not eligible
Hall	S080 29338	Not eligible
Hall	S080 29906	Not eligible
Hall	S080 30465	Not eligible
Hall	S080 30781	Not eligible
Hall	S080 31619	Not eligible
Hall	SS40D00040	Not eligible
Hall	SS40D00082	Not eligible
Hamilton	C004101115	Not eligible
Hamilton	C004102010	Not eligible
Hamilton	C004102315	Not eligible
Hamilton	C004102720	Not eligible
Hamilton	C004102910	Not eligible
Hamilton	C004103003	Not eligible
Hamilton	C004103310	Not eligible
Hamilton	C004103405	Not eligible
Hamilton	C004103710	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Hamilton	C004104005	Not eligible
Hamilton	C004104010	Not eligible
Hamilton	C004104305	Not eligible
Hamilton	C004104730	Not eligible
Hamilton	C004106005	Not eligible
Hamilton	C004106210	Not eligible
Hamilton	C004114115	Not eligible
Hamilton	C004114510	Not eligible
Hamilton	C004115015	Not eligible
Hamilton	S014 07081	Not eligible
Hamilton	S080 32019	Not eligible
Hamilton	S080 32219	Not eligible
Harlan	C004201505	Not eligible
Harlan	C009605003	Not eligible
Harlan	S089 05367	Not eligible
Harlan	S089 05581	Not eligible
Harlan	S089 05737	Not eligible
Harlan	S089 06025	Not eligible
Harlan	S089 06035	Not eligible
Harlan	S089 06328	Not eligible
Harlan	S089 06429	Not eligible
Hayes	C004303105	Not eligible
Hayes	C004303605P	Not eligible
Hayes	C004305505P	Not eligible
Hayes	S025 03360	Not eligible
Hayes	S025 03653	Not eligible
Hayes	S025A00095	Not eligible
Hayes	S025A00116	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Holt	C004516510	Not eligible
Holt	C004539115	Not eligible
Holt	C004543120	Not eligible
Holt	C004544905	Not eligible
Holt	S020 27627	Not eligible
Holt	S281 16315	Not eligible
Holt	S281 17014	Not eligible
Howard	C004700110	Not eligible
Howard	C004700120	Not eligible
Howard	C004700505P	Not eligible
Howard	C004701805	Not eligible
Howard	C004701810	Not eligible
Howard	C004702003	Not eligible
Howard	C004702005	Not eligible
Howard	C004702203	Not eligible
Howard	C004702702	Not eligible
Howard	C004702703	Not eligible
Howard	C004702810	Not eligible
Howard	C004703405	Not eligible
Howard	C004704705	Not eligible
Howard	C004710330	Not eligible
Howard	C004710510	Not eligible
Howard	C004711715	Not eligible
Howard	C004712105	Not eligible
Howard	C004713105	Not eligible
Howard	C004720520	Not eligible
Howard	C004721315	Not eligible
Howard	C004723409	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Howard	C004730525	Not eligible
Howard	C004730820	Not eligible
Howard	C004731110	Not eligible
Howard	C004732825	Not eligible
Howard	C004733115	Not eligible
Howard	C004733410	Not eligible
Howard	C004733615	Not eligible
Jefferson	C004800220	Not eligible
Jefferson	C004800320	Not eligible
Jefferson	C004801110	Not eligible
Jefferson	C004801510	Not eligible
Jefferson	C004801915P	Not eligible
Jefferson	C004804110	Not eligible
Jefferson	C004804115	Not eligible
Jefferson	C004804325	Not eligible
Jefferson	C004810335	Not eligible
Jefferson	C004813120	Not eligible
Jefferson	C004814925	Not eligible
Jefferson	S008 03863	Not eligible
Jefferson	S008 05189	Not eligible
Jefferson	S015 00307	Not eligible
Jefferson	S015 00453	Not eligible
Jefferson	S015 01730	Not eligible
Jefferson	S015 01772	Not eligible
Jefferson	S015 02037	Not eligible
Jefferson	SS48A00015	Not eligible
Johnson	C004900405	Not eligible
Johnson	C004900505P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Johnson	C004902535	Not eligible
Johnson	C004902915	Not eligible
Johnson	C004910910	Not eligible
Johnson	C004910925	Not eligible
Johnson	C004912020	Not eligible
Johnson	C004930830	Not eligible
Johnson	S041 08960	Not eligible
Johnson	S041 09040	Not eligible
Johnson	S062 00293	Not eligible
Kearney	C005000705	Not eligible
Kearney	C005000905	Not eligible
Kearney	C005001620	Not eligible
Kearney	C005001705	Not eligible
Kearney	C005001905	Not eligible
Kearney	C005002105	Not eligible
Kearney	C005002305	Not eligible
Kearney	C005002915	Not eligible
Kearney	C005003503	Not eligible
Kearney	C005004320	Not eligible
Kearney	C005004615	Not eligible
Kearney	C005012320	Not eligible
Kearney	C005024713	Not eligible
Keith	C005100705	Not eligible
Keith	C005101305	Not eligible
Keith	C005137305	Not eligible
Keya Paha	C005203205P	Not eligible
Keya Paha	C005203605P	Not eligible
Keya Paha	C005203705P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Keya Paha	C005203805P	Not eligible
Keya Paha	C005203810P	Not eligible
Keya Paha	C005203815P	Not eligible
Keya Paha	C005208705P	Not eligible
Keya Paha	C005241010	Not eligible
Keya Paha	S012 06491	Not eligible
Keya Paha	S012 07966	Not eligible
Keya Paha	S183 21523	Not eligible
Kimball	C005311920	Not eligible
Kimball	C005323605	Not eligible
Kimball	C005325120	Not eligible
Knox	C005400505	Not eligible
Knox	C005401615P	Not eligible
Knox	C005401715	Not eligible
Knox	C005401805P	Not eligible
Knox	C005402205P	Not eligible
Knox	C005402605P	Not eligible
Knox	C005403705P	Not eligible
Knox	C005403905P	Not eligible
Knox	C005404005	Not eligible
Knox	C005404110	Not eligible
Knox	C005404705P	Not eligible
Knox	C005405110	Not eligible
Knox	C005405410	Not eligible
Knox	C005405705	Not eligible
Knox	C005405715	Not eligible
Knox	C005405805	Not eligible
Knox	C005406315	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Knox	C005407105	Not eligible
Knox	C005410810	Not eligible
Knox	C005411120	Not eligible
Knox	C005413910	Not eligible
Knox	C005414205	Not eligible
Knox	C005416710	Not eligible
Knox	C005416715	Not eligible
Knox	C005418115	Not eligible
Knox	C005418320	Not eligible
Knox	C005424405	Not eligible
Knox	C005424615P	Not eligible
Knox	C005424805	Not eligible
Knox	C005433215	Not eligible
Knox	C005433815	Not eligible
Knox	C005435060	Not eligible
Knox	C005435915	Not eligible
Knox	C005442830	Not eligible
Knox	C005443830	Not eligible
Knox	C005474630	Not eligible
Knox	C005483055	Not eligible
Knox	M062502010P	Not eligible
Knox	S012 15184	Not eligible
Knox	S012 15268	Not eligible
Knox	S012 15411	Not eligible
Knox	S012 15496	Not eligible
Knox	S012 15728	Not eligible
Knox	S012 17716	Not eligible
Knox	S084 01789	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Knox	S084 02161	Not eligible
Lancaster	C005500110	Not eligible
Lancaster	C005500305	Not eligible
Lancaster	C005500305P	Not eligible
Lancaster	C005500505	Not eligible
Lancaster	C005500505P	Not eligible
Lancaster	C005500615	Not eligible
Lancaster	C005500620	Not eligible
Lancaster	C005500625	Not eligible
Lancaster	C005500705	Not eligible
Lancaster	C005500910	Not eligible
Lancaster	C005501710	Not eligible
Lancaster	C005501805	Not eligible
Lancaster	C005501915	Not eligible
Lancaster	C005502010	Not eligible
Lancaster	C005502205P	Not eligible
Lancaster	C005502715	Not eligible
Lancaster	C005503910	Not eligible
Lancaster	C005504005	Not eligible
Lancaster	C005504010	Not eligible
Lancaster	C005504105	Not eligible
Lancaster	C005504125P	Not eligible
Lancaster	C005504405	Not eligible
Lancaster	C005504605	Not eligible
Lancaster	C005505405	Not eligible
Lancaster	C005505615	Not eligible
Lancaster	C005505620	Not eligible
Lancaster	C005505625	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Lancaster	C005511220	Not eligible
Lancaster	C005511505	Not eligible
Lancaster	C005512360	Not eligible
Lancaster	C005513710	Not eligible
Lancaster	C005513715	Not eligible
Lancaster	C005513725	Not eligible
Lancaster	C005515425	Not eligible
Lancaster	C005516040	Not eligible
Lancaster	C005517220	Not eligible
Lancaster	C005520720	Not eligible
Lancaster	C005522545	Not eligible
Lancaster	C005522740	Not eligible
Lancaster	C005531130	Not eligible
Lancaster	C005543520	Not eligible
Lancaster	C005545810	Not eligible
Lancaster	C005545820	Not eligible
Lancaster	S034 31430	Not eligible
Lancaster	S034 31754	Not eligible
Lancaster	S043 01441	Not eligible
Lancaster	S043 01460	Not eligible
Lancaster	S077 06207L	Not eligible
Lancaster	S080 39012	Not eligible
Lancaster	S080 39112	Not eligible
Lancaster	S080 39213	Not eligible
Lancaster	S080 39312	Not eligible
Lancaster	S080 39516	Not eligible
Lancaster	S080 40141	Not eligible
Lancaster	S080 40476	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Lancaster	S080 40677	Not eligible
Lancaster	S080 40777	Not eligible
Lancaster	S080 40877	Not eligible
Lancaster	S080 41134	Not eligible
Lancaster	S080 41341	Not eligible
Lancaster	S080 41444	Not eligible
Lancaster	S180 00164	Not eligible
Lancaster	S180 00255	Not eligible
Lancaster	SL55W00197L	Not eligible
Lancaster	U142503815	Not eligible
Lancaster	U142522732P	Not eligible
Lancaster	U142522734	Not eligible
Lancaster	U142532615	Not eligible
Lancaster	U1425C2305	Not eligible
Lancaster	U1425L2710	Not eligible
Lancaster	U1425N2805	Not eligible
Lincoln	C005605510	Not eligible
Lincoln	C005619510	Not eligible
Lincoln	C005626805	Not eligible
Lincoln	C005634805	Not eligible
Lincoln	C005636715	Not eligible
Lincoln	S030 18050	Not eligible
Lincoln	S080 19243	Not eligible
Lincoln	S080 19679	Not eligible
Lincoln	S080 20310	Not eligible
Lincoln	S080 20705	Not eligible
Lincoln	U177525305P	Not eligible
Loup	C005800205	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Loup	C005801105	Not eligible
Loup	C005801405P	Not eligible
Loup	C005802105P	Not eligible
Loup	C005802605	Not eligible
Loup	C005811705	Not eligible
Loup	C005811705P	Not eligible
Loup	S183 12438	Not eligible
Madison	C005900515	Not eligible
Madison	C005900525	Not eligible
Madison	C005900530	Not eligible
Madison	C005900727	Not eligible
Madison	C005900910	Not eligible
Madison	C005900920	Not eligible
Madison	C005900930	Not eligible
Madison	C005900935	Not eligible
Madison	C005901102	Not eligible
Madison	C005901103	Not eligible
Madison	C005901115	Not eligible
Madison	C005901215	Not eligible
Madison	C005901310	Not eligible
Madison	C005901320	Not eligible
Madison	C005901510	Not eligible
Madison	C005901620	Not eligible
Madison	C005901704	Not eligible
Madison	C005901705	Not eligible
Madison	C005901910	Not eligible
Madison	C005901915	Not eligible
Madison	C005901935	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Madison	C005902303	Not eligible
Madison	C005902515	Not eligible
Madison	C005902805	Not eligible
Madison	C005902810	Not eligible
Madison	C005902815	Not eligible
Madison	C005903120	Not eligible
Madison	C005903205	Not eligible
Madison	C005903313	Not eligible
Madison	C005903423	Not eligible
Madison	C005903435	Not eligible
Madison	C005903450	Not eligible
Madison	C005904005	Not eligible
Madison	C005904205	Not eligible
Madison	C005904505	Not eligible
Madison	C005904630	Not eligible
Madison	C005904705	Not eligible
Madison	C005904720	Not eligible
Madison	C005904905	Not eligible
Madison	C005912410	Not eligible
Madison	C005912910	Not eligible
Madison	C005912915	Not eligible
Madison	C005913210	Not eligible
Madison	C005914410	Not eligible
Madison	C005914520	Not eligible
Madison	C005920815	Not eligible
Madison	C005924840	Not eligible
Madison	C005944420	Not eligible
Madison	C005944425	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Madison	S032 03409	Not eligible
Madison	S045 00360	Not eligible
Madison	S045 00444	Not eligible
Madison	S045 00552	Not eligible
Madison	S275 06854	Not eligible
Madison	S275 06918	Not eligible
Madison	S275 07005	Not eligible
Madison	S275 07202	Not eligible
Madison	U1755S0805	Not eligible
Merrick	C006100105	Not eligible
Merrick	C006100505	Not eligible
Merrick	C006100905	Not eligible
Merrick	C006102005P	Not eligible
Merrick	C006104710	Not eligible
Merrick	C006105105	Not eligible
Merrick	C006105205	Not eligible
Merrick	C006105410	Not eligible
Merrick	C006105905	Not eligible
Merrick	C006106305	Not eligible
Merrick	C006110715	Not eligible
Merrick	C006111520	Not eligible
Merrick	C006112310	Not eligible
Merrick	S092 36868	Not eligible
Morrill	C006202210	Not eligible
Morrill	C006206405P	Not eligible
Morrill	C006210105	Not eligible
Morrill	C006210905	Not eligible
Morrill	C006220515	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Morrill	C006220520	Not eligible
Morrill	C006226810	Not eligible
Nance	C006300510	Not eligible
Nance	C006302805P	Not eligible
Nance	C006315120	Not eligible
Nance	C006321030	Not eligible
Nance	C006321220	Not eligible
Nance	C006326105	Not eligible
Nance	C006341615	Not eligible
Nance	S022 05903	Not eligible
Nance	S022 06013	Not eligible
Nance	S022 06312	Not eligible
Nemaha	C006400610	Not eligible
Nemaha	C006413050	Not eligible
Nemaha	C006432630	Not eligible
Nemaha	S062 00820	Not eligible
Nuckolls	C006500233	Not eligible
Nuckolls	C006502035	Not eligible
Nuckolls	C006504225	Not eligible
Nuckolls	C006512910	Not eligible
Nuckolls	C006521210	Not eligible
Nuckolls	C006532430	Not eligible
Nuckolls	S136 08987	Not eligible
Nuckolls	S136 09193	Not eligible
Otoe	C006600470	Not eligible
Otoe	C006600905	Not eligible
Otoe	C006600910	Not eligible
Otoe	C006601905	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Otoe	C006601910	Not eligible
Otoe	C006603605	Not eligible
Otoe	C006604705	Not eligible
Otoe	C006605103	Not eligible
Otoe	C006613635	Not eligible
Otoe	C006622115	Not eligible
Otoe	C006623645	Not eligible
Otoe	S067 05312	Not eligible
Otoe	S067 06587	Not eligible
Otoe	SS66D00035	Not eligible
Otoe	U1695E6505	Not eligible
Pawnee	C006700735	Not eligible
Pawnee	C006701815	Not eligible
Pawnee	C006704105P	Not eligible
Pawnee	C006713105	Not eligible
Pawnee	S008 12067	Not eligible
Pawnee	S050 00028	Not eligible
Phelps	C006900115	Not eligible
Phelps	C006901505	Not eligible
Phelps	C006901805	Not eligible
Phelps	C006901810	Not eligible
Phelps	C006902210	Not eligible
Phelps	C006902215	Not eligible
Phelps	C006902225	Not eligible
Phelps	C006902310	Not eligible
Phelps	C006902405	Not eligible
Phelps	C006902705	Not eligible
Phelps	C006903305	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Phelps	C006910705	Not eligible
Phelps	C006911110	Not eligible
Phelps	C006911305	Not eligible
Phelps	C006911710	Not eligible
Phelps	C006912605	Not eligible
Phelps	C006920515	Not eligible
Pierce	C007001910	Not eligible
Pierce	S013 01684	Not eligible
Pierce	S013 02377	Not eligible
Pierce	S020 36120	Not eligible
Pierce	S081 17161	Not eligible
Pierce	S081 17727	Not eligible
Pierce	S081 17820	Not eligible
Pierce	S098 00072	Not eligible
Pierce	S098 00354	Not eligible
Platte	C007100305	Not eligible
Platte	C007100310	Not eligible
Platte	C007100715	Not eligible
Platte	C007100805	Not eligible
Platte	C007100807	Not eligible
Platte	C007100905	Not eligible
Platte	C007101815	Not eligible
Platte	C007102125	Not eligible
Platte	C007102235	Not eligible
Platte	C007102605	Not eligible
Platte	C007102810	Not eligible
Platte	C007103405P	Not eligible
Platte	C007104715	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Platte	C007105120	Not eligible
Platte	C007105130	Not eligible
Platte	C007105135	Not eligible
Platte	C007111520	Not eligible
Platte	C007111535	Not eligible
Platte	C007111716	Not eligible
Platte	C007112335	Not eligible
Platte	C007112525	Not eligible
Platte	C007112907	Not eligible
Platte	C007113510	Not eligible
Platte	C007115325	Not eligible
Platte	C007115550	Not eligible
Platte	C007123045	Not eligible
Platte	C007132925	Not eligible
Platte	C007132935	Not eligible
Platte	S091 14103	Not eligible
Platte	S091 15250	Not eligible
Platte	S091 15478	Not eligible
Platte	S091 15860	Not eligible
Polk	C007202105	Not eligible
Polk	C007202115	Not eligible
Polk	C007202305	Not eligible
Polk	C007202710	Not eligible
Polk	C007202915	Not eligible
Polk	C007203510	Not eligible
Polk	C007203905	Not eligible
Polk	C007204515	Not eligible
Polk	C007204520	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Polk	C007204605	Not eligible
Polk	C007210805	Not eligible
Polk	C007211405	Not eligible
Polk	C007212310	Not eligible
Polk	C007212315	Not eligible
Polk	C007213110	Not eligible
Polk	S081 08490R	Not eligible
Red Willow	C007314410	Not eligible
Red Willow	S089 00364	Not eligible
Red Willow	S089 00441	Not eligible
Red Willow	S089 00506	Not eligible
Red Willow	S089 00798	Not eligible
Red Willow	S089 01045	Not eligible
Red Willow	S089 01240	Not eligible
Red Willow	S089 01358	Not eligible
Red Willow	S089 01514	Not eligible
Richardson	C007400205	Not eligible
Richardson	C007401305	Not eligible
Richardson	C007402005	Not eligible
Richardson	C007402205	Not eligible
Richardson	C007405305	Not eligible
Richardson	C007421110	Not eligible
Richardson	C007421805	Not eligible
Richardson	C007423430	Not eligible
Richardson	C007431625	Not eligible
Richardson	C007432220	Not eligible
Richardson	C007432225	Not eligible
Richardson	C007432405	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Richardson	C007442925	Not eligible
Richardson	S008 13678	Not eligible
Richardson	S008 14151	Not eligible
Richardson	S008 14278	Not eligible
Richardson	S008 14851	Not eligible
Richardson	S062 02170	Not eligible
Richardson	S062 02429	Not eligible
Richardson	S105 00703	Not eligible
Rock	C007511405	Not eligible
Saline	C007600615	Not eligible
Saline	C007601715	Not eligible
Saline	C007602240	Not eligible
Saline	C007602705	Not eligible
Saline	C007602715	Not eligible
Saline	C007602720	Not eligible
Saline	C007602835	Not eligible
Saline	C007603305	Not eligible
Saline	C007603610	Not eligible
Saline	C007603625	Not eligible
Saline	C007603710	Not eligible
Saline	C007603715	Not eligible
Saline	C007604105	Not eligible
Saline	C007604215P	Not eligible
Saline	C007604410	Not eligible
Saline	C007604615	Not eligible
Saline	C007610303	Not eligible
Saline	C007613125	Not eligible
Saline	C007614425	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saline	C007622030	Not eligible
Saline	C007624110	Not eligible
Saline	C007624440	Not eligible
Saline	S015 02431	Not eligible
Saline	S015 02964	Not eligible
Saline	S015 03097	Not eligible
Saline	SS76D00494	Not eligible
Sarpy	C007701604P	Not eligible
Saunders	C007800305	Not eligible
Saunders	C007800310	Not eligible
Saunders	C007800330	Not eligible
Saunders	C007800510	Not eligible
Saunders	C007801110	Not eligible
Saunders	C007801120	Not eligible
Saunders	C007801125	Not eligible
Saunders	C007801420	Not eligible
Saunders	C007801505	Not eligible
Saunders	C007801515	Not eligible
Saunders	C007801705	Not eligible
Saunders	C007801705P	Not eligible
Saunders	C007801720	Not eligible
Saunders	C007801825	Not eligible
Saunders	C007801830	Not eligible
Saunders	C007801910	Not eligible
Saunders	C007802110	Not eligible
Saunders	C007802210	Not eligible
Saunders	C007802225	Not eligible
Saunders	C007802345	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	C007802410	Not eligible
Saunders	C007802510	Not eligible
Saunders	C007802530	Not eligible
Saunders	C007802535	Not eligible
Saunders	C007802545	Not eligible
Saunders	C007802705	Not eligible
Saunders	C007802710	Not eligible
Saunders	C007802905	Not eligible
Saunders	C007802910	Not eligible
Saunders	C007802915	Not eligible
Saunders	C007803025	Not eligible
Saunders	C007803110	Not eligible
Saunders	C007803505	Not eligible
Saunders	C007803510	Not eligible
Saunders	C007803515	Not eligible
Saunders	C007803610	Not eligible
Saunders	C007803635	Not eligible
Saunders	C007803805	Not eligible
Saunders	C007804005	Not eligible
Saunders	C007804120	Not eligible
Saunders	C007804205	Not eligible
Saunders	C007804305P	Not eligible
Saunders	C007804445	Not eligible
Saunders	C007804505	Not eligible
Saunders	C007805005	Not eligible
Saunders	C007805210	Not eligible
Saunders	C007805235	Not eligible
Saunders	C007805250	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	C007805260	Not eligible
Saunders	C007805265	Not eligible
Saunders	C007805270	Not eligible
Saunders	C007805335	Not eligible
Saunders	C007810525	Not eligible
Saunders	C007810530	Not eligible
Saunders	C007810930	Not eligible
Saunders	C007811015	Not eligible
Saunders	C007811225	Not eligible
Saunders	C007811305	Not eligible
Saunders	C007811315	Not eligible
Saunders	C007811330	Not eligible
Saunders	C007811335	Not eligible
Saunders	C007811350	Not eligible
Saunders	C007811530	Not eligible
Saunders	C007811735	Not eligible
Saunders	C007811855	Not eligible
Saunders	C007812450	Not eligible
Saunders	C007812465	Not eligible
Saunders	C007813235	Not eligible
Saunders	C007813240	Not eligible
Saunders	C007813245	Not eligible
Saunders	C007813530	Not eligible
Saunders	C007813710	Not eligible
Saunders	C007813820	Not eligible
Saunders	C007814020	Not eligible
Saunders	C007814210	Not eligible
Saunders	C007814225	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	C007814450	Not eligible
Saunders	C007814825	Not eligible
Saunders	C007815105P	Not eligible
Saunders	C007815275	Not eligible
Saunders	C007820120	Not eligible
Saunders	C007820710	Not eligible
Saunders	C007820720	Not eligible
Saunders	C007820740	Not eligible
Saunders	C007821930	Not eligible
Saunders	C007821945	Not eligible
Saunders	C007822840	Not eligible
Saunders	C007822845	Not eligible
Saunders	C007824270	Not eligible
Saunders	C007824460	Not eligible
Saunders	C007824625	Not eligible
Saunders	C007824630	Not eligible
Saunders	C007824640	Not eligible
Saunders	C007824660	Not eligible
Saunders	C007824705	Not eligible
Saunders	C007824725	Not eligible
Saunders	C007824935	Not eligible
Saunders	C007824945	Not eligible
Saunders	C007832650	Not eligible
Saunders	C007835510	Not eligible
Saunders	C007842680	Not eligible
Saunders	C007843840	Not eligible
Saunders	C007852685	Not eligible
Saunders	S066 09308	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	S077 09791	Not eligible
Saunders	S079 03977	Not eligible
Scotts Bluff	C007901415	Not eligible
Scotts Bluff	C007901420	Not eligible
Scotts Bluff	C007901425	Not eligible
Scotts Bluff	C007901620	Not eligible
Scotts Bluff	C007902205P	Not eligible
Scotts Bluff	C007902905	Not eligible
Scotts Bluff	C007903505	Not eligible
Scotts Bluff	C007903910	Not eligible
Scotts Bluff	C007906705P	Not eligible
Scotts Bluff	C007906710P	Not eligible
Scotts Bluff	C007911705	Not eligible
Scotts Bluff	C007913913	Not eligible
Scotts Bluff	C007914325	Not eligible
Scotts Bluff	C007914330	Not eligible
Scotts Bluff	C007915715	Not eligible
Scotts Bluff	C007916530	Not eligible
Scotts Bluff	C007921715	Not eligible
Scotts Bluff	C007923117	Not eligible
Scotts Bluff	C007923310	Not eligible
Scotts Bluff	C007925310	Not eligible
Scotts Bluff	C007932415	Not eligible
Scotts Bluff	C007934910	Not eligible
Scotts Bluff	C007942420	Not eligible
Scotts Bluff	SL79E00127	Not eligible
Seward	C008000120	Not eligible
Seward	C008000505P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Seward	C008001510	Not eligible
Seward	C008001710	Not eligible
Seward	C008002305	Not eligible
Seward	C008003415	Not eligible
Seward	C008011120	Not eligible
Seward	C008011235	Not eligible
Seward	C008021920	Not eligible
Seward	S080 36915	Not eligible
Seward	S080 37114	Not eligible
Seward	S080 37312	Not eligible
Seward	S080 37512	Not eligible
Seward	S080 37612	Not eligible
Seward	S080 37811	Not eligible
Seward	S080 38012	Not eligible
Seward	S080 38312	Not eligible
Seward	S080 38413	Not eligible
Seward	SS80B00100	Not eligible
Seward	SS80C00011	Not eligible
Seward	SS80C00264	Not eligible
Sheridan	S020 07896	Not eligible
Sheridan	S020 08037	Not eligible
Sheridan	S087 07316	Not eligible
Sheridan	S087 07512	Not eligible
Sherman	C008200215P	Not eligible
Sherman	C008201835	Not eligible
Sherman	C008202605	Not eligible
Sherman	C008204510	Not eligible
Sherman	C008211610	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Sherman	C008211615	Not eligible
Sherman	C008211625	Not eligible
Sherman	C008213710	Not eligible
Sherman	C008213715	Not eligible
Sherman	C008214410	Not eligible
Sherman	C008214515	Not eligible
Sherman	C008220610	Not eligible
Sherman	C008222210	Not eligible
Sherman	C008222710	Not eligible
Sherman	C008224305	Not eligible
Sherman	C008224320	Not eligible
Sherman	C008224705	Not eligible
Sherman	C008224720	Not eligible
Sherman	C008232905	Not eligible
Sherman	C008233025	Not eligible
Sherman	C008242410	Not eligible
Sherman	C008243920	Not eligible
Sherman	S010 10086	Not eligible
Sherman	S058 04151	Not eligible
Sherman	S058 04380	Not eligible
Sherman	S058 04861	Not eligible
Sherman	S092 30968	Not eligible
Sherman	S092 30985	Not eligible
Sherman	S092 31965	Not eligible
Sioux	C008313910	Not eligible
Sioux	S029 04647	Not eligible
Stanton	C008400105P	Not eligible
Stanton	C008400505	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Stanton	C008401405	Not eligible
Stanton	C008401915	Not eligible
Stanton	C008402205	Not eligible
Stanton	C008402525	Not eligible
Stanton	C008402925	Not eligible
Stanton	C008403535	Not eligible
Stanton	C008404220	Not eligible
Stanton	C008410120	Not eligible
Stanton	C008411315	Not eligible
Stanton	C008411415	Not eligible
Stanton	C008411927	Not eligible
Stanton	C008412130	Not eligible
Stanton	C008412810	Not eligible
Stanton	C008413545	Not eligible
Stanton	C008420140	Not eligible
Stanton	C008420735	Not eligible
Stanton	C008420935	Not eligible
Stanton	C008420940	Not eligible
Stanton	C008424430	Not eligible
Stanton	C008433005	Not eligible
Stanton	C008433010	Not eligible
Stanton	C008442030	Not eligible
Stanton	C008443020	Not eligible
Stanton	M2290B2205	Not eligible
Stanton	M2290C1505	Not eligible
Stanton	M2290H2005	Not eligible
Stanton	M2290I2005	Not eligible
Stanton	S015 13996	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Stanton	S015 14542	Not eligible
Stanton	S275 08742	Not eligible
Stanton	S275 09309	Not eligible
Thayer	C008502905	Not eligible
Thayer	C008511505	Not eligible
Thayer	C008533310	Not eligible
Thayer	C008534235	Not eligible
Thayer	S004 10620	Not eligible
Thayer	S008 03439	Not eligible
Thayer	S136 13214	Not eligible
Thomas	C008603505P	Not eligible
Thomas	S083 13344R	Not eligible
Thomas	SS86B00021	Not eligible
Thurston	C008700105	Not eligible
Thurston	C008700310	Not eligible
Thurston	C008700605	Not eligible
Thurston	C008700705	Not eligible
Thurston	C008701505	Not eligible
Thurston	C008701705	Not eligible
Thurston	C008701710	Not eligible
Thurston	C008703015	Not eligible
Thurston	C008703405	Not eligible
Thurston	C008703705	Not eligible
Thurston	C008711205	Not eligible
Thurston	C008711515	Not eligible
Thurston	C008711610	Not eligible
Thurston	C008712210	Not eligible
Thurston	C008713210	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Thurston	C008722630	Not eligible
Thurston	S075 15730	Not eligible
Thurston	S094 00055	Not eligible
Thurston	S094 00218	Not eligible
Thurston	S094 00552	Not eligible
Thurston	S094 01745	Not eligible
Valley	C008801505	Not eligible
Valley	C008802015	Not eligible
Valley	C008802040	Not eligible
Valley	C008802045	Not eligible
Valley	C008803105	Not eligible
Valley	C008803505	Not eligible
Valley	C008804010	Not eligible
Valley	C008810310P	Not eligible
Valley	C008810705	Not eligible
Valley	C008810815P	Not eligible
Valley	C008810910	Not eligible
Valley	C008811115	Not eligible
Valley	C008812720	Not eligible
Valley	C008814210	Not eligible
Valley	C008814413	Not eligible
Valley	C008833725	Not eligible
Valley	S070 09847	Not eligible
Valley	S070 10107	Not eligible
Valley	S070 10197	Not eligible
Valley	S070 10392	Not eligible
Valley	S070 10755	Not eligible
Washington	C008900610	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Washington	C008901105	Not eligible
Washington	C008901125	Not eligible
Washington	C008901130	Not eligible
Washington	C008901510	Not eligible
Washington	C008901710P	Not eligible
Washington	C008901805	Not eligible
Washington	C008902010	Not eligible
Washington	C008902020	Not eligible
Washington	C008902035	Not eligible
Washington	C008902410	Not eligible
Washington	C008902705	Not eligible
Washington	C008902815	Not eligible
Washington	C008903310P	Not eligible
Washington	C008910510	Not eligible
Washington	C008913005	Not eligible
Washington	C008913205	Not eligible
Washington	C008913605	Not eligible
Washington	S091 21718	Not eligible
Washington	S091 21901	Not eligible
Washington	S091 22009	Not eligible
Washington	S091 22060	Not eligible
Wayne	C009002215	Not eligible
Wayne	S035 02068	Not eligible
Wayne	S035 02119	Not eligible
Wayne	S035 02181	Not eligible
Wayne	S035 02476	Not eligible
Wayne	S035 02714	Not eligible
Wayne	S057 03867	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Webster	C009132605	Not eligible
Webster	S078 00566	Not eligible
Webster	S136 07566	Not eligible
Webster	S136 07825	Not eligible
Webster	S136 07981	Not eligible
Webster	S136 08180	Not eligible
Webster	S136 08306	Not eligible
Wheeler	C009200905P	Not eligible
Wheeler	C009202205	Not eligible
Wheeler	C009213305	Not eligible
Wheeler	C009214105	Not eligible
York	C009300415	Not eligible
York	C009304515	Not eligible
York	C009314415	Not eligible
York	C009320515	Not eligible
York	C009320525	Not eligible
York	C009323725	Not eligible