

**NDOT Bridge Structure S030 37773L
US-Highway 30 over the Loup River Bridge
Columbus, Nebraska
Platte County
Historic Bridge Offer**



The Nebraska Department of Transportation (NDOT) is seeking parties interested in taking ownership of the Columbus Loup River Bridge (southbound) located in Columbus, Platte County Nebraska. This bridge (NDOT bridge structure S030 37773L) was originally constructed in 1932-1933 and carries US-30 over the Loup River. This bridge was listed in the National Register of Historic Places in 1992 and is considered a historic property.

Bridge structure S030 37773L (the Bridge) is a steel, rigid-connected Parker through-truss bridge comprised of seven truss spans and a steel girder span on each end. It is 1,270 feet in length with a roadway width of 24 feet carrying two 11-foot-wide travel lanes and a 1-foot shoulder on each side. The bridge maintains a vertical clearance of 16-feet 8-inches at the truss portals.

The Bridge has undergone several major repairs including replacement of the deck in 1984. Other repairs and ongoing maintenance have included expansion joint repairs, measures to arrest further cracking, resetting of the bearing devices, and painting. The most recent inspection, conducted in 2020, identified areas of spalling and cracking within sections of the previously repaired bridge deck. Several missing rivet heads and rust and corrosion of numerous steel members were also recorded along with cracking and spalling on the abutments and piers. During an inspection in 2020, the Columbus Loup River Bridge (S030 37773L) was determined to be both structurally deficient and functionally deficient. As such, NDOT is proposing to remove the historic structure and replace it with a new bridge at the same location.

The bridge is not suitable or intended for vehicular service in another location, and all rehabilitation work to implement its non-vehicular reuse in another setting must conform to the Secretary of the Interior's Standards for Rehabilitation in consultation with the Nebraska State Historic Preservation Office (SHPO). The costs of relocating, rehabilitating, and remediating the bridge or any portion of the bridge as applicable would be the responsibility of the prospective owner. Due to the age of the bridge, it is assumed that lead based paint is present and the removal of any lead-based paint from the steel structure in accordance with the US Environmental Protection Agency's requirements would be the responsibility of the prospective owner. The bridge foundations or piers would be removed separately by NDOT's bridge contractor.

Interested parties are required to meet certain conditions, which include:

- Provide a comprehensive written plan for the preservation and future use of the bridge, including any desired modifications, and the estimated cost of rehabilitation. It is preferred that the new owner be able to use the entire superstructure of the truss bridge. All rehabilitation work must meet the Secretary's Standards (<http://www.nps.gov/tps/standards/rehabilitation.htm>)
- Maintain the structure and the features that give it historic significance according to prescribed standards.
- Assume all future legal and financial responsibility for the structure, including "hold harmless" agreements to the Nebraska Department of Transportation (NDOT). Post a performance bond.
- Provide proof of ability to assume the financial and administrative responsibilities of bridge ownership throughout its existence.

Agencies, jurisdictions, organizations or private owners interested in obtaining ownership of the bridge for aesthetic, historic, recreation or other uses should contact Stacy Stupka at (402) 479-3879 or email at stacy.stupka@nebraska.gov. This contact must be received no later than close of business on March 8, 2024. Funding to assist with relocation or rehabilitation may be provided up to the estimated cost of bridge demolition. If an interested party secures its own federal funding, it is noted that any bridge preserved with federal funding shall thereafter not be eligible for any other highway funds pursuant to Public Law 100-17, Section 123(f) (Historic Bridges).