

**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

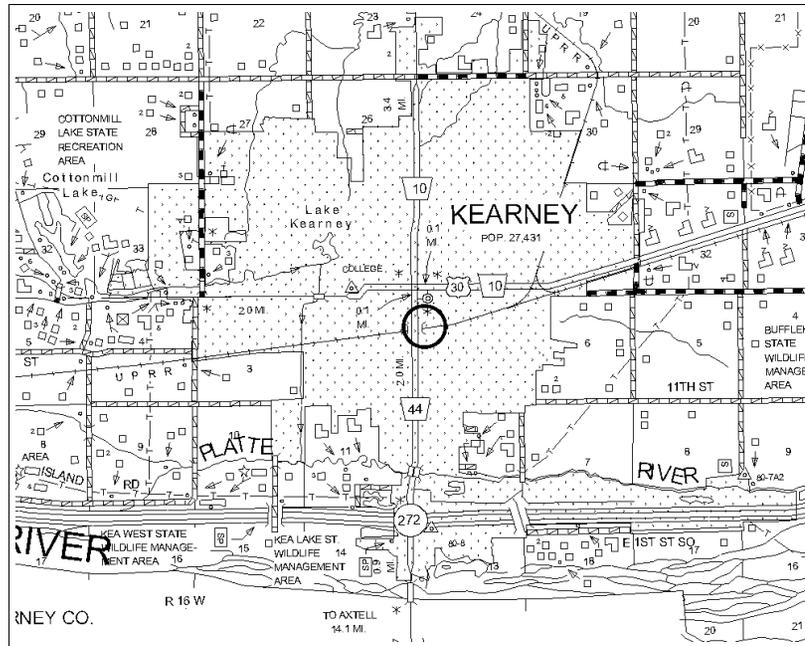
**REASON FOR NATIONAL REGISTER DETERMINATION:**

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

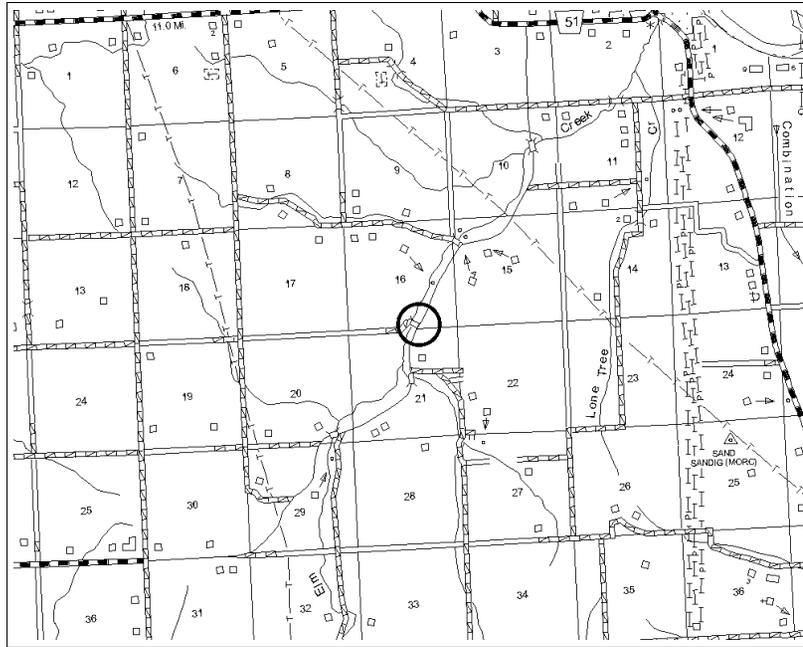
**DATE OF ALTERATION (IF KNOWN):**

**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

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**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

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**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.

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**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

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**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

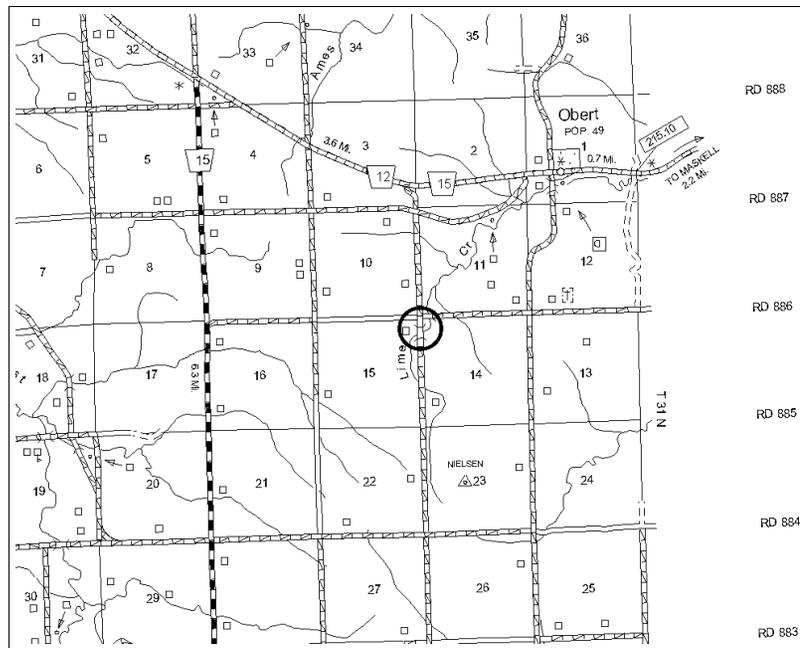
**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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

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**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

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**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.

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**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

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**NBI HISTORIC CODE:**

**NATIONAL REGISTER DETERMINATION:**

**NATIONAL REGISTER DETERMINATION DATE:**

2 - Eligible for the NRHP

Eligible

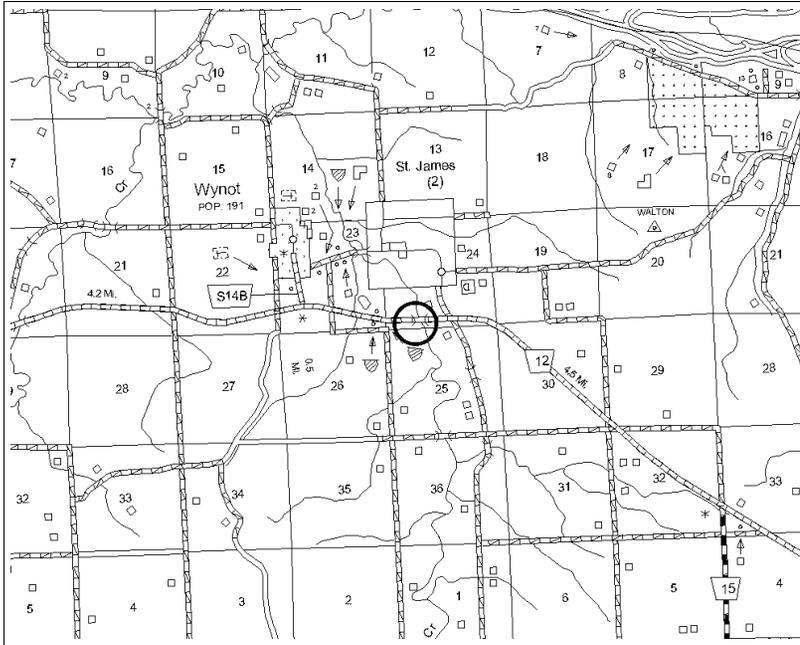
2007

**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

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**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

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**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.

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**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

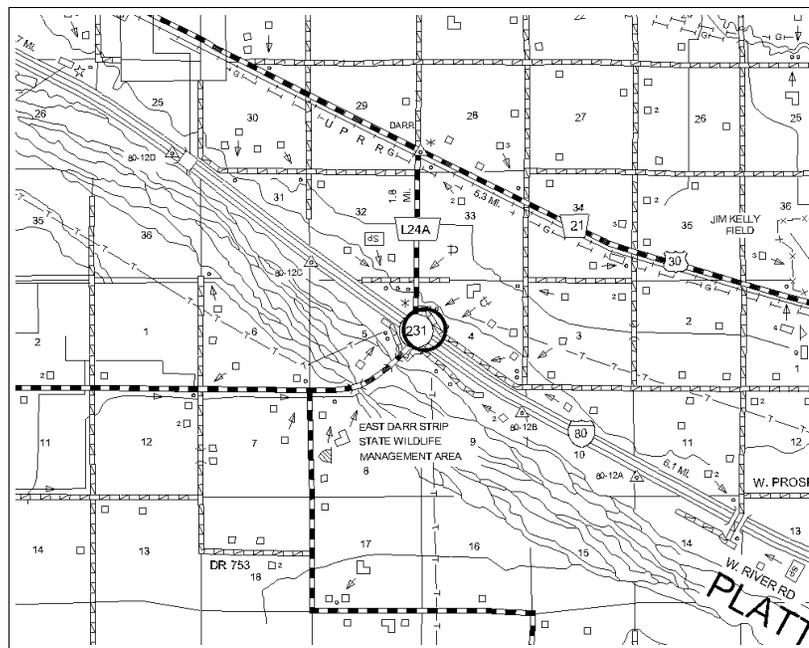
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**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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:**

## LOCATION MAP



## ADDITIONAL INFORMATION:

Bridge plans reference standard plan 1660-C with superelevation for curve. Concrete abutments. 3 concrete piers with 3 pillars each. Twin tubular metal railing. Railing 1753-C on plans. New diaphragms on piers -1991. Bridge S080 23113, 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 superelevated deck curve.

## SOURCES:

Bridge plans dated 1962 located at NDOR.

## PHOTOGRAPHS



# NEBRASKA HISTORIC BRIDGE INVENTORY

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**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

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**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.

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

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

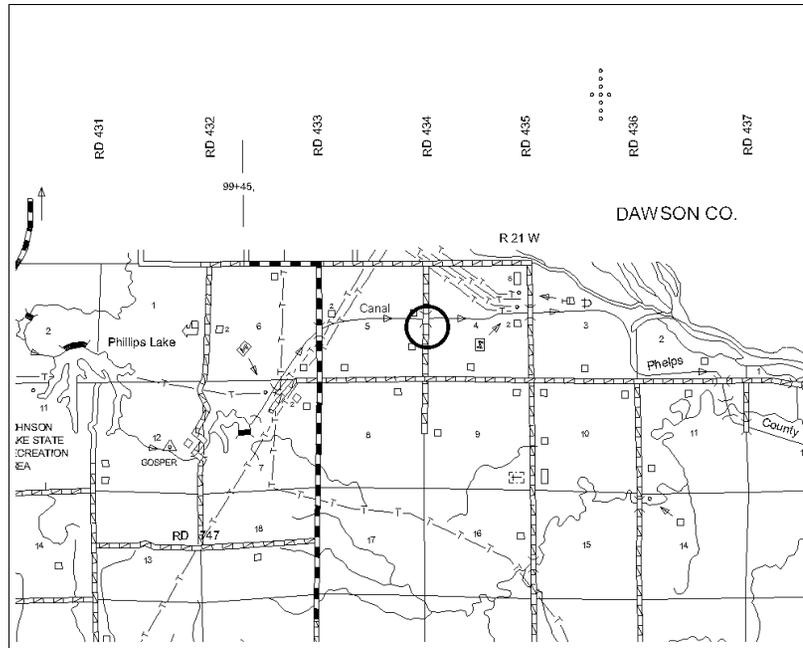
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**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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

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**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

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**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.

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**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

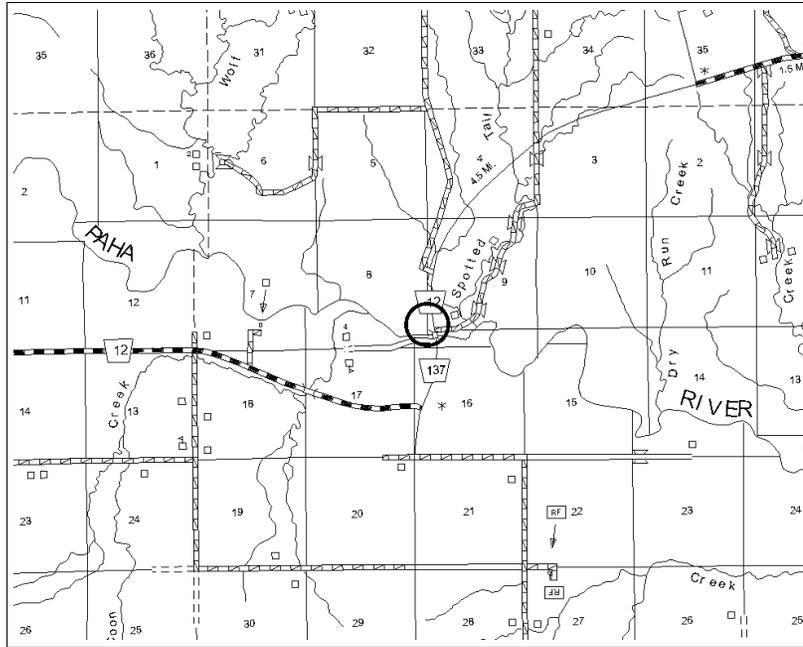
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**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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

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**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

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**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:**

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**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

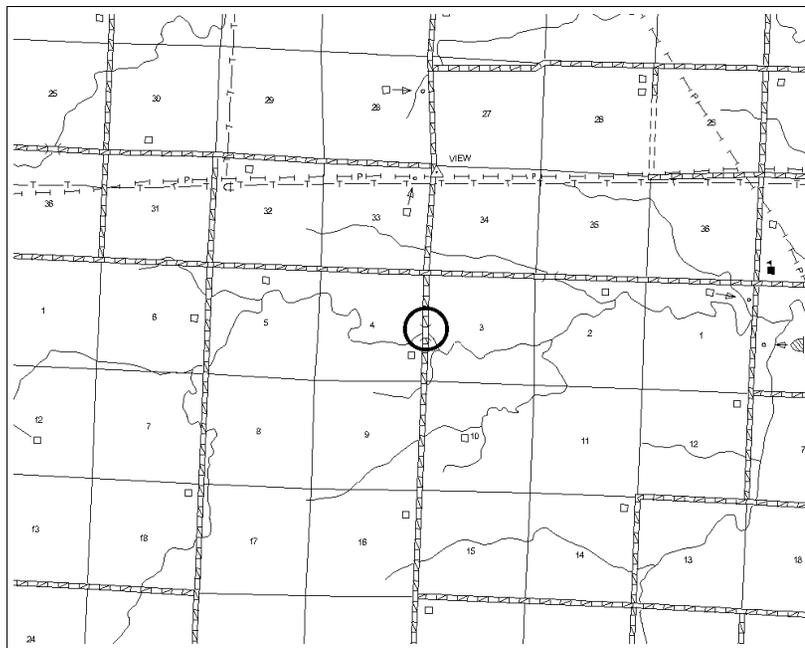
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**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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

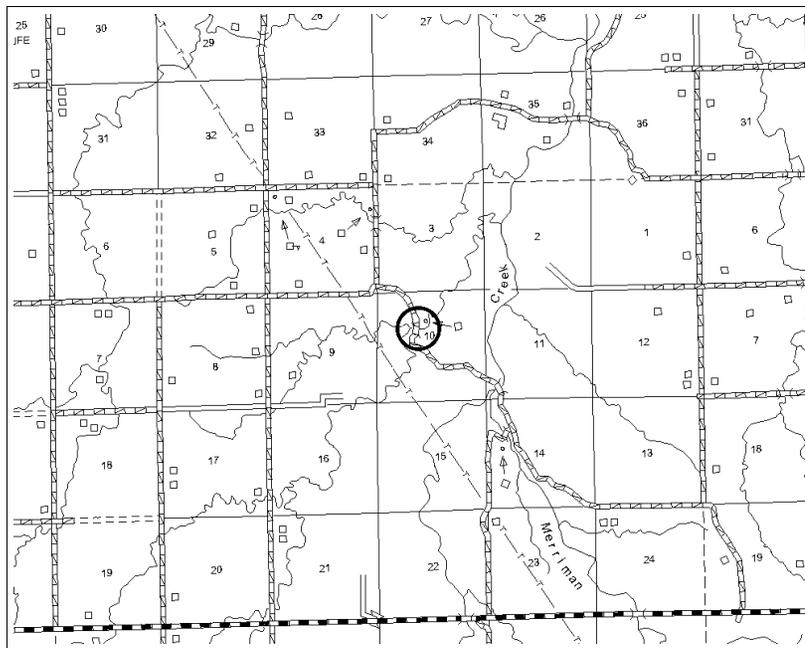
**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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:** 8 multiple adjacent prestressed concrete box beams. Concrete curb and concrete deck.      **APPROACH SPAN DETAILS:**

**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

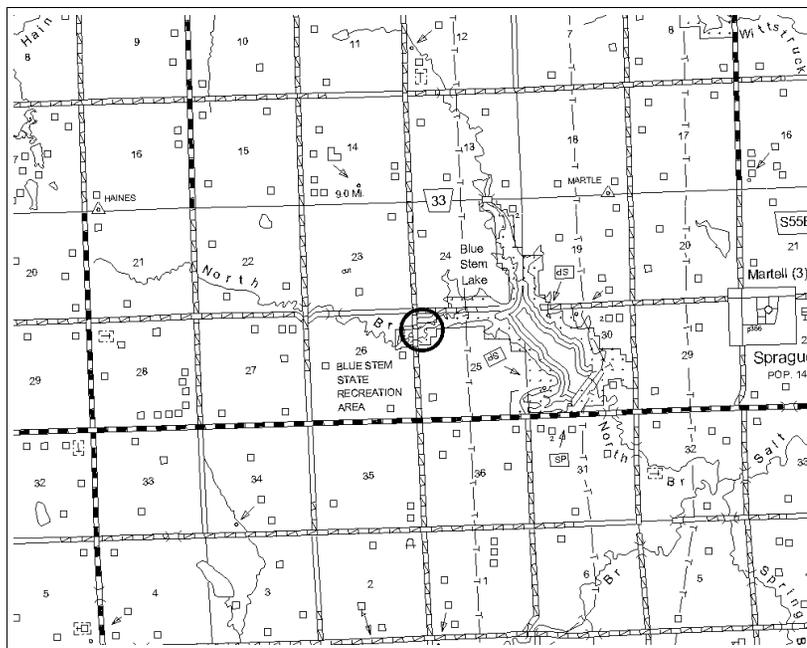
**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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

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**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

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**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:**

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**TRUSS CONNECTION:**

**RAILING:** Metal beam

**SUBSTRUCTURE:** Concrete

**ENGINEER / DESIGNER:**

U.S. Army Corps of Engineers

**ARCHITECTURAL TREATMENTS:**

**BRIDGE PLAQUE TEXT:**

None.

**TYPE OF DEVELOPMENT:**

Rural (unincorporated areas)

**ALTERATIONS:**

Change in railing/parapet

**DATE OF ALTERATION (IF KNOWN):**

2003

**SURROUNDING LAND USE:**

Agricultural

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**NBI HISTORIC CODE:**

2 - Eligible for the NRHP

**NATIONAL REGISTER DETERMINATION:**

Eligible

**NATIONAL REGISTER DETERMINATION DATE:**

2007

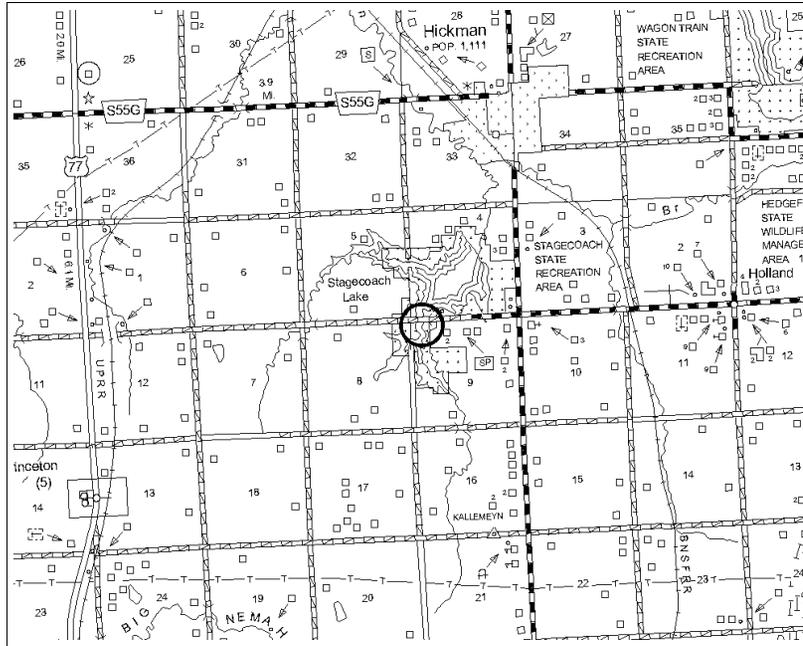
**REASON FOR NATIONAL REGISTER DETERMINATION:**

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

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**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

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**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.

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**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

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

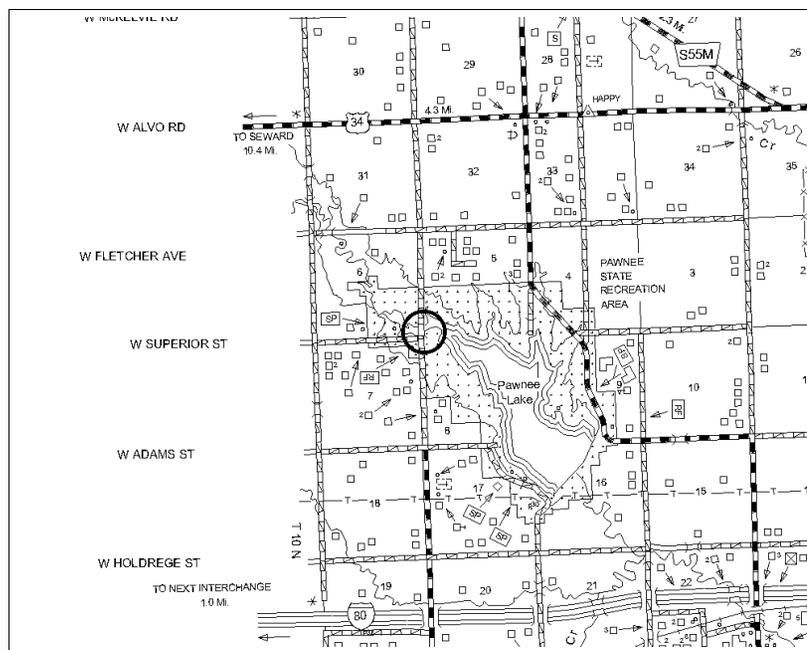
**REASON FOR NATIONAL REGISTER DETERMINATION:**

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

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**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

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**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.

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

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

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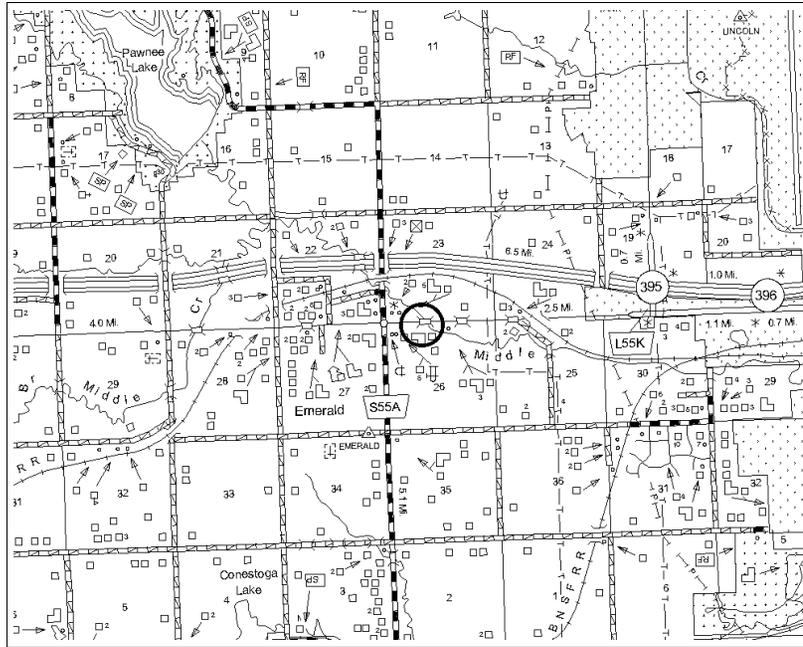
**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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

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**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

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**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:**

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

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

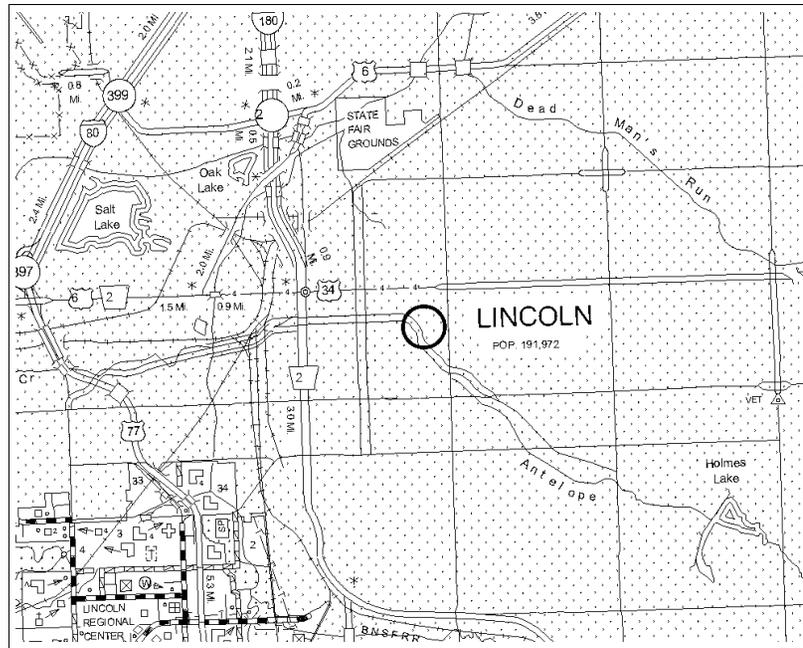
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**NBI HISTORIC CODE:**      **NATIONAL REGISTER DETERMINATION:**      **NATIONAL REGISTER DETERMINATION DATE:**  
2 - Eligible for the NRHP      Eligible      2007

**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

