

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:

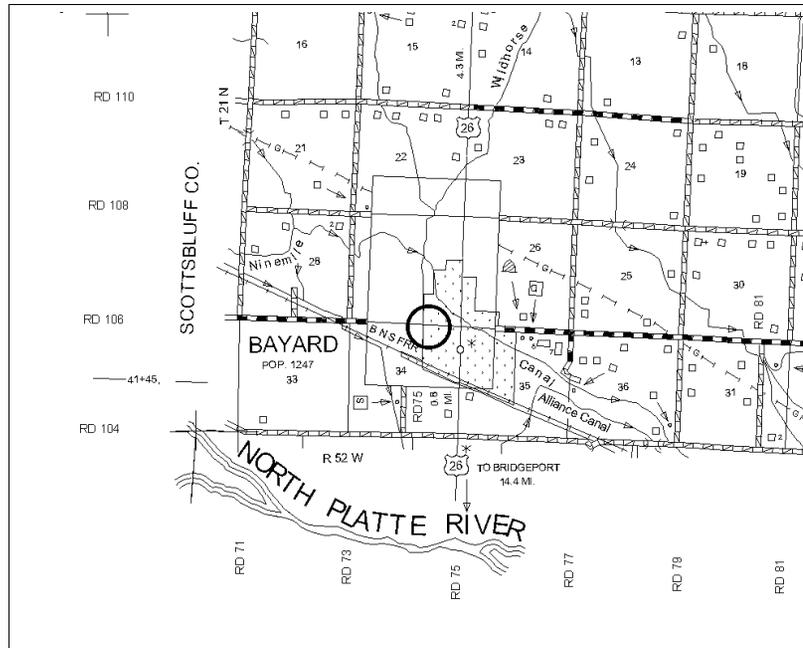
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Town (small communities)
SURROUNDING LAND USE:
Residential

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:

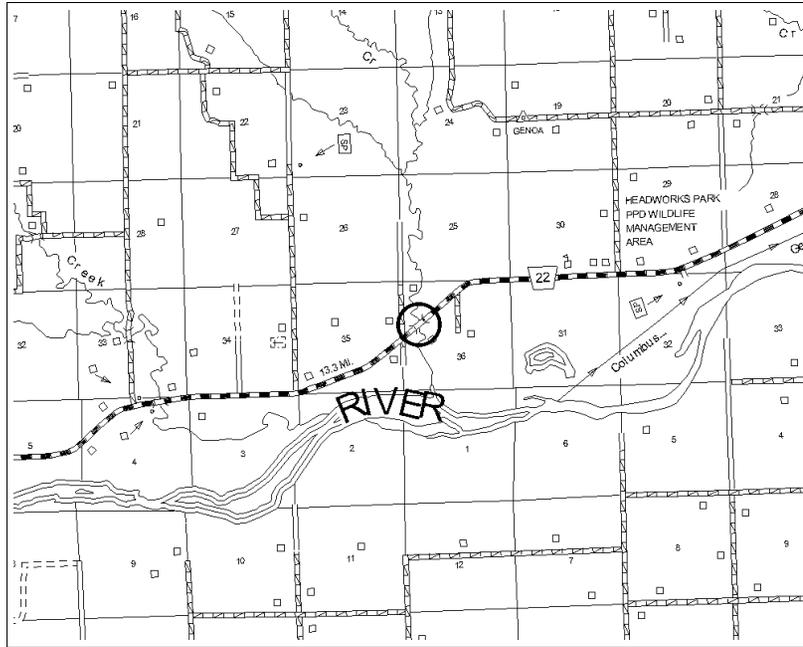
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet
SURROUNDING LAND USE:
Agricultural

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:

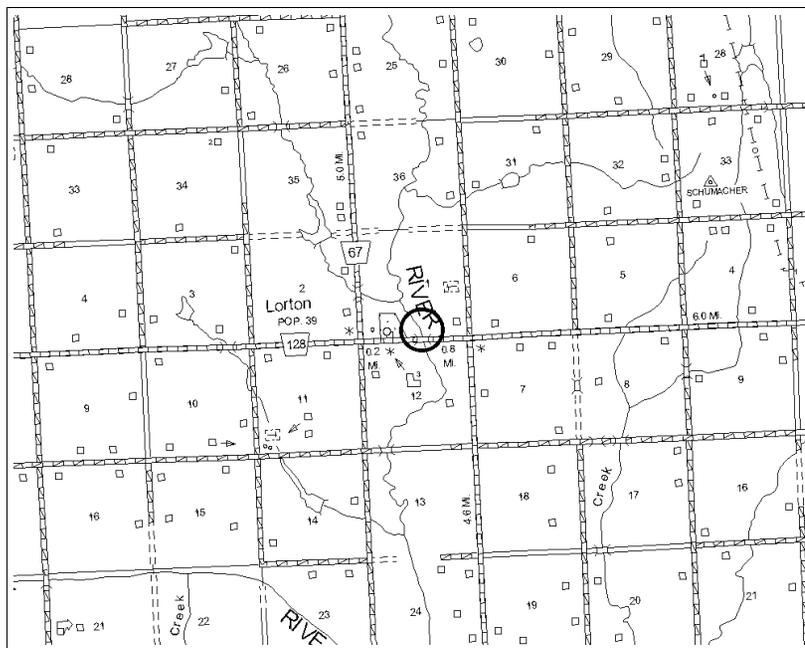
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Town (small communities)
SURROUNDING LAND USE:
Agricultural

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

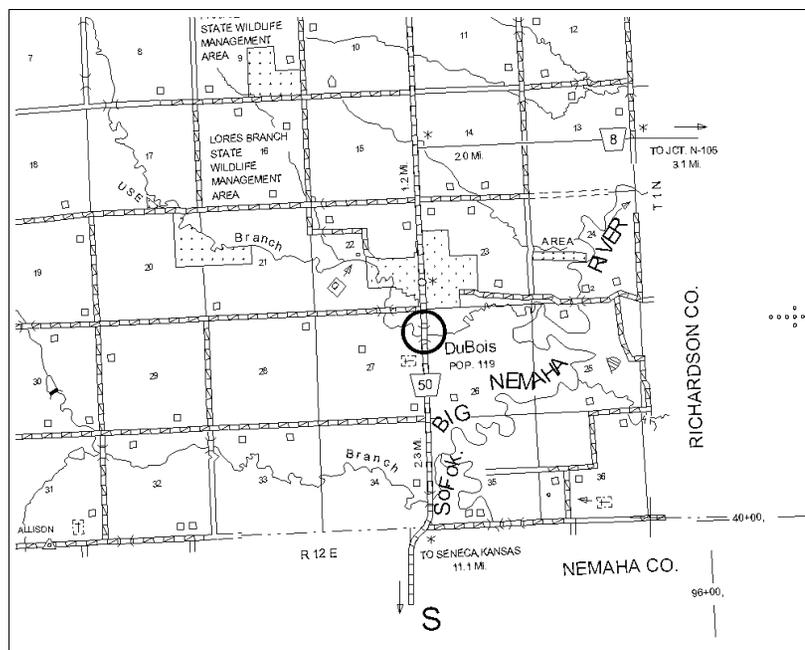
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

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:

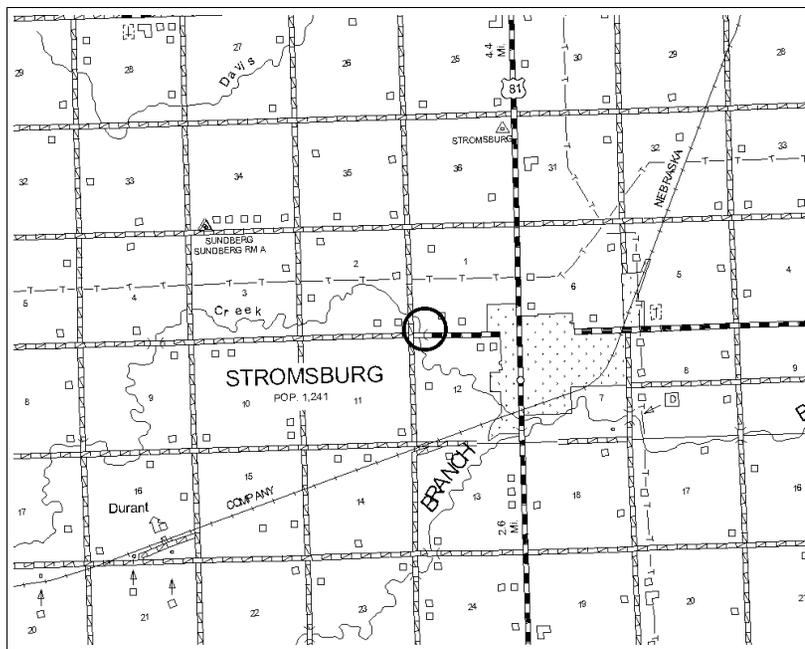
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

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.

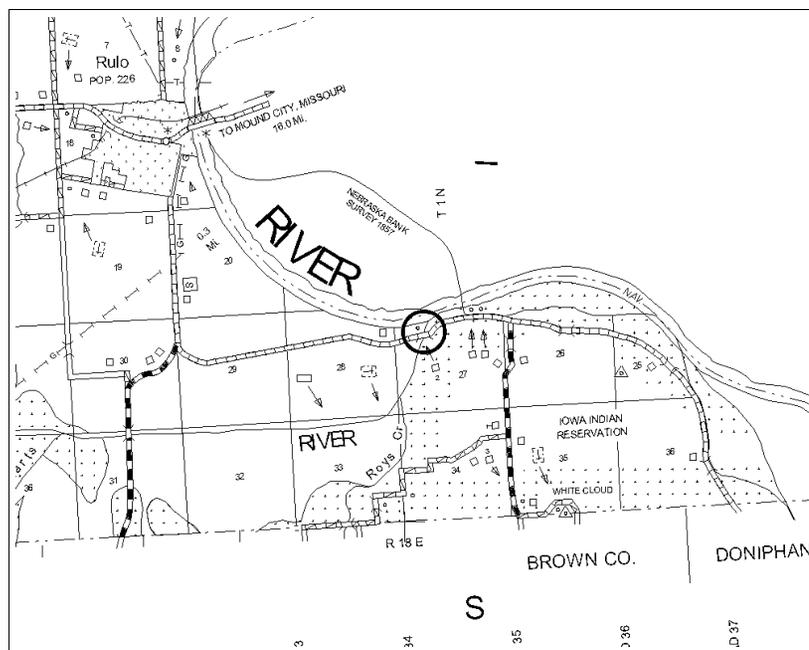
TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
Hodgkins and Associates
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) Change in railing/parapet
SURROUNDING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

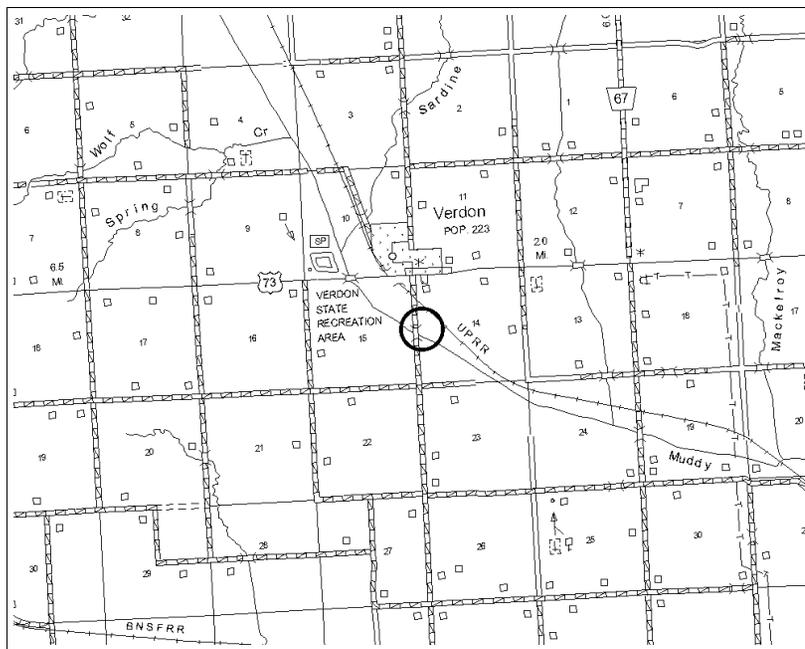
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

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:

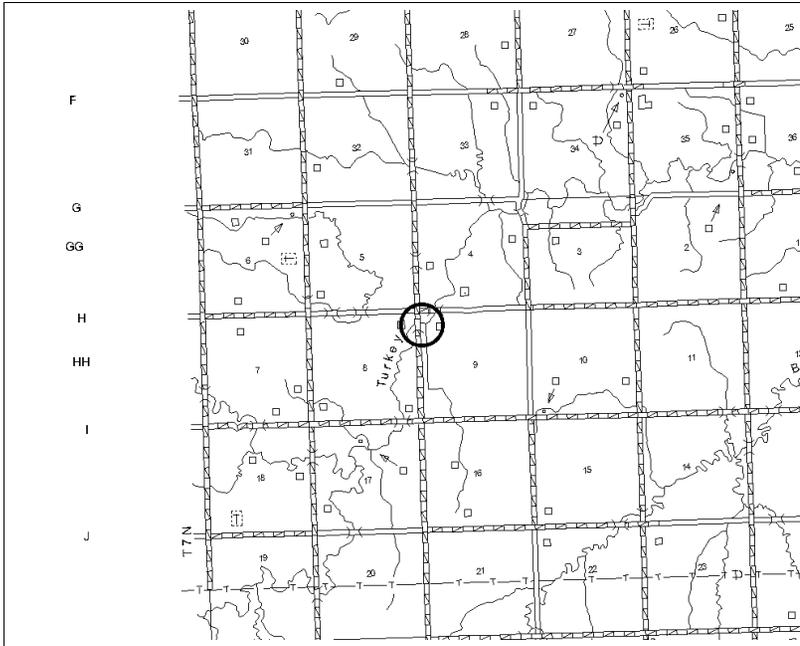
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

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:

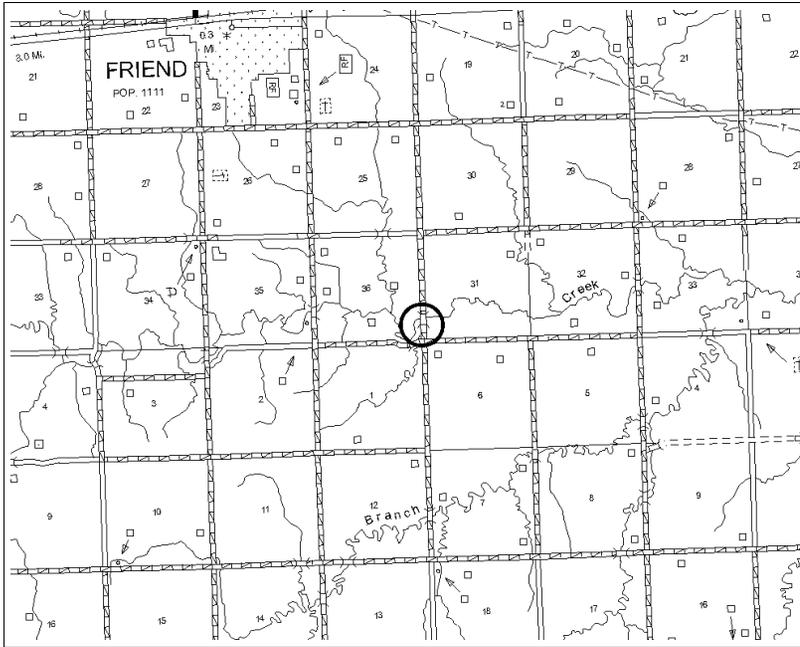
TYPE OF DEVELOPMENT: Rural (unincorporated areas) **ALTERATIONS:** Added approach span **DATE OF ALTERATION (IF KNOWN):**
SURROUNDING LAND USE: Agricultural

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

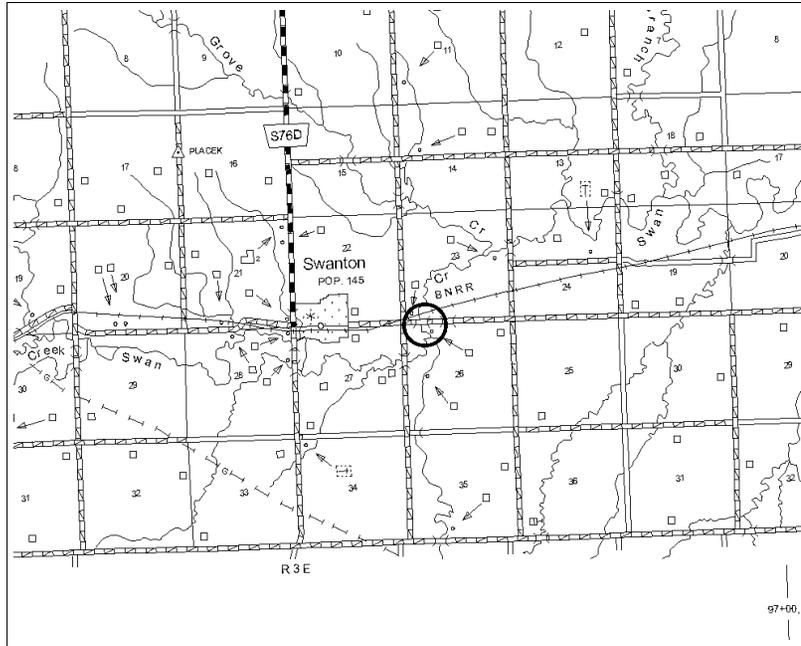
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

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:

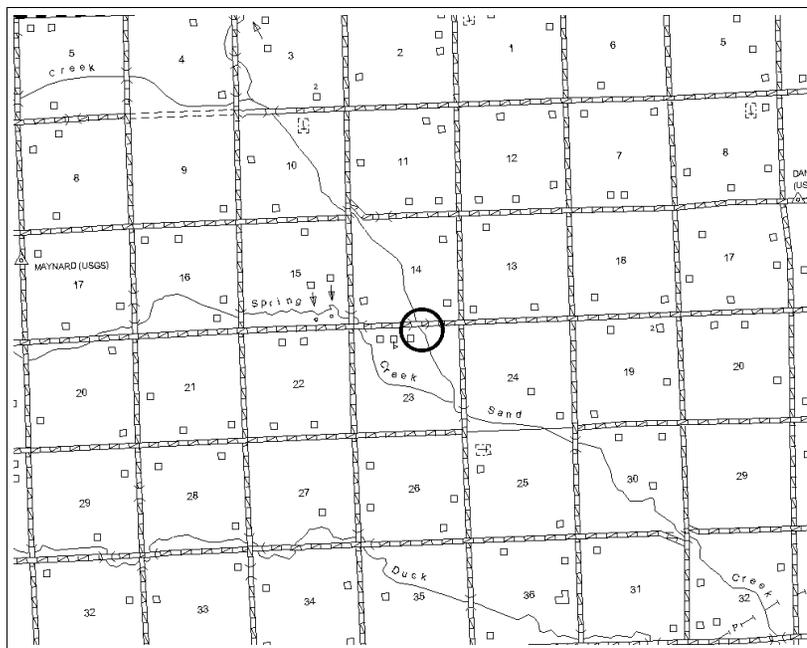
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

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:

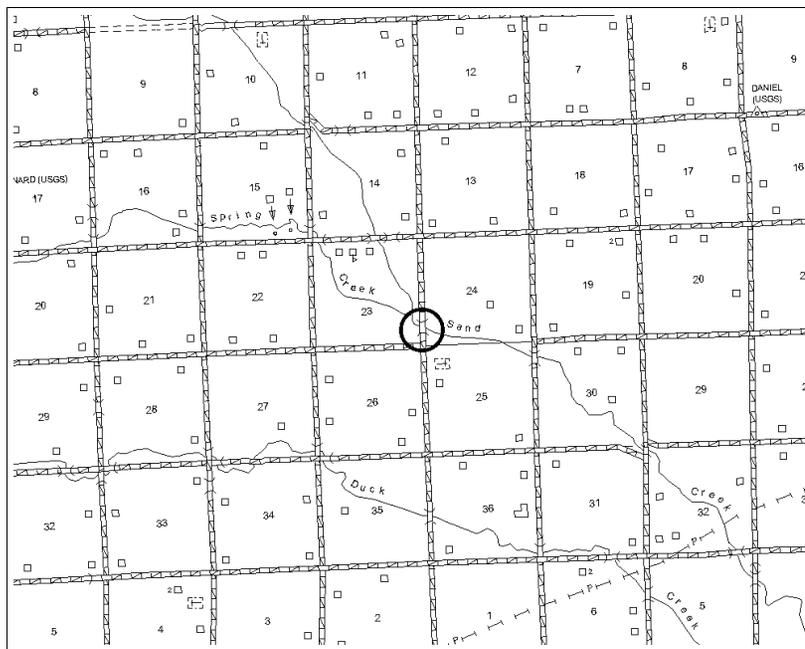
TYPE OF DEVELOPMENT: Rural (unincorporated areas) **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
SURROUNDING LAND USE: Agricultural

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:

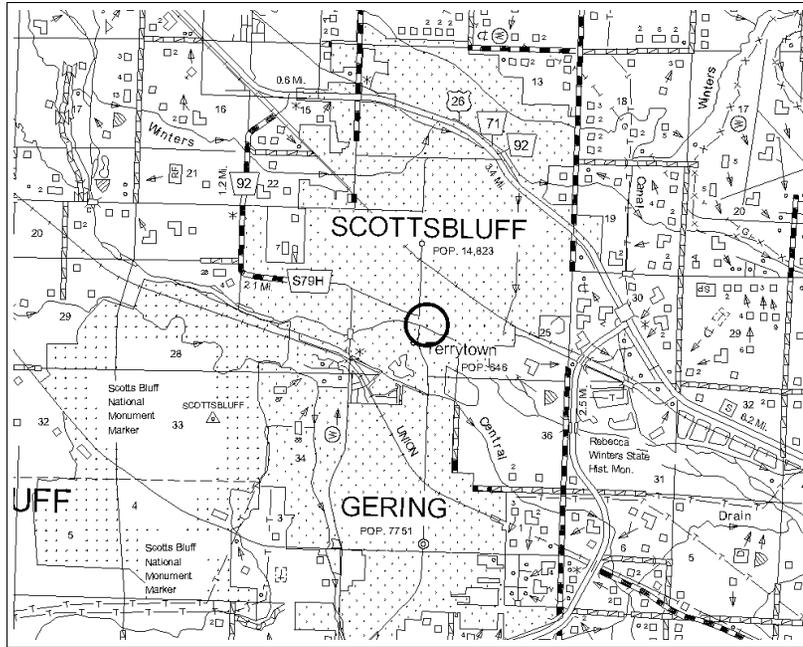
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
City (areas of urban development)
SURROUNDING LAND USE:
Commercial

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



PHOTOGRAPHS



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:



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 Capacity 20 tons, 8-35(8)Div.I-1R, 1947.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
NDOR: Warden G. Scott, State Bridge Engineer

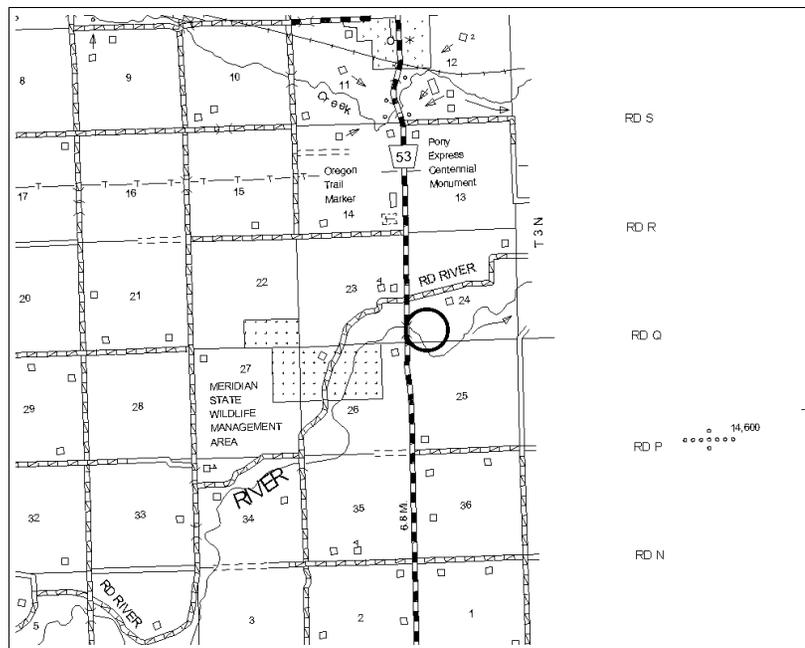
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

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

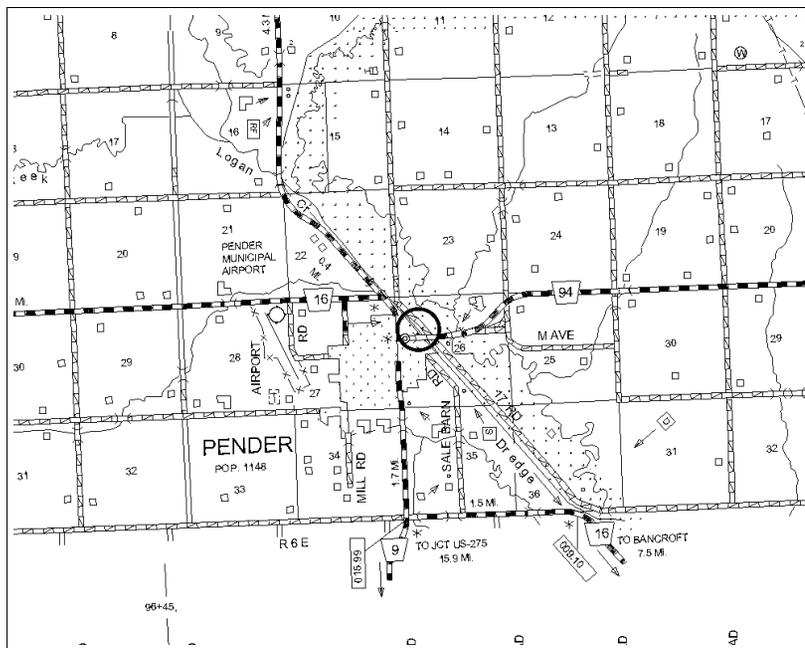
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas) 1979
SURROUNDING LAND USE:
Agricultural

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

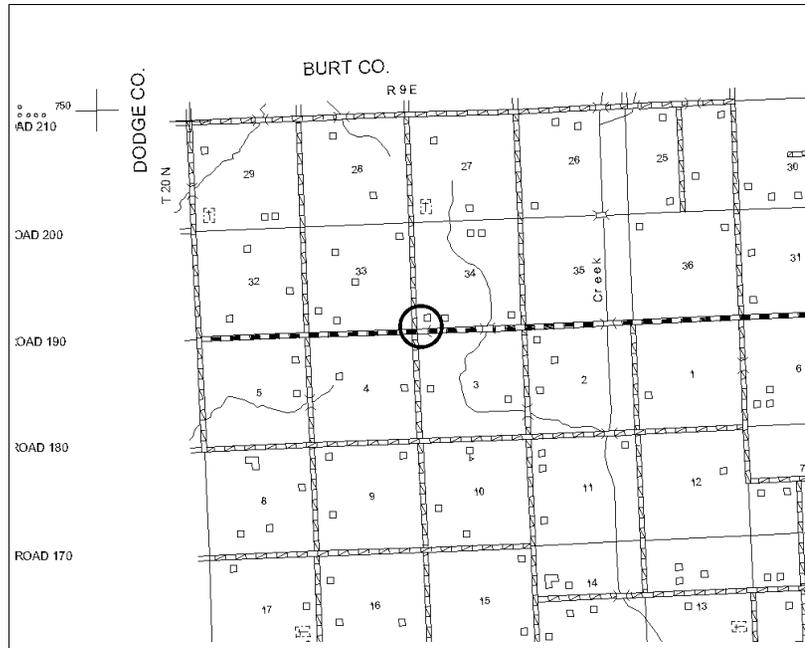
NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
2 - Eligible for the NRHP Eligible 2007

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:

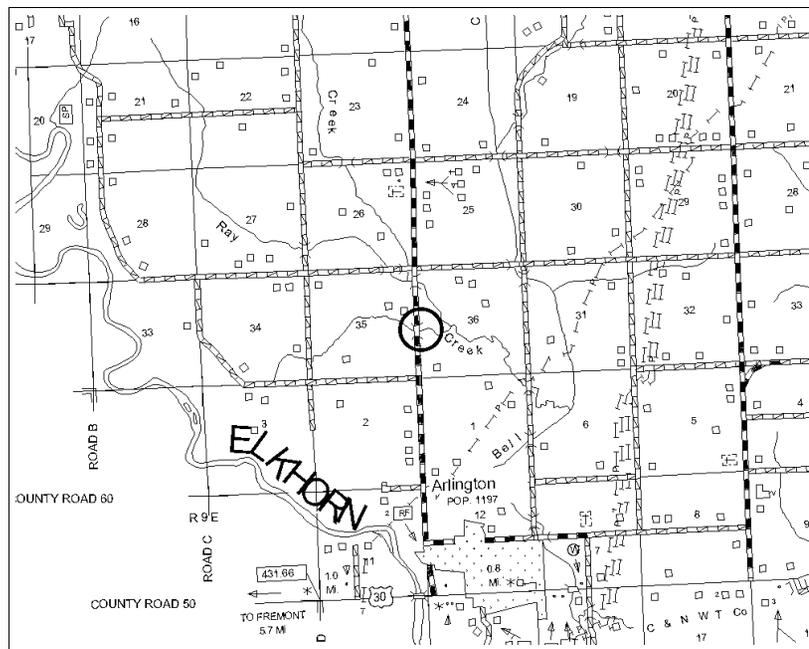
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

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

