

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

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

A. Transportation

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

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

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

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

B. Economic development

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

C. Community planning and development

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

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

D. Social history

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

E. Agriculture

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

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

F. Politics and government

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

G. Conservation

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

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

Table 17
Eligible Bridges under *Criterion A*

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

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