

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: REMOVAL

PROPERTY Rulo Bridge
NAME:

MULTIPLE Highway Bridges in Nebraska MPS
NAME:

STATE & COUNTY: NEBRASKA, Richardson

DATE RECEIVED: 10/02/15 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 11/17/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000718

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11-16-15 DATE

ABSTRACT/SUMMARY COMMENTS:

REMOVED
from
National Register

RECOM./CRITERIA Remove

REVIEWER Edson Beall

DISCIPLINE Kistler

TELEPHONE _____

DATE 11-16-15

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



RECEIVED 2280

OCT - 2 2015

Nat. Register of Historic Places
National Park Service

September 21, 2015

Keeper of the National Register
National Park Service – National Register of Historic Places
1201 "I" Street NW, 8th Floor
Washington, DC 20005

Dear Keeper:

In September 2000, the Nebraska State Historic Preservation Office (NeSHPO) presented the *Nebraska State Historic Preservation Office Guidelines for Removing Properties from the National Register of Historic Places* to the Nebraska Historic Preservation Board. The Board subsequently adopted these guidelines.

The Rulo Bridge in Richardson County, a property listed in the National Register of Historic Places, is no longer extant, and therefore no longer exhibits those characteristics that made it eligible for listing.

As documented in 36 CFR 60.15 (a) (1), loss of integrity supplies grounds for removing properties from the National Register.

Rulo Bridge (RH00-066)

In 1933, a group led by John Mullen of Falls City, Nebraska, laid the groundwork for the Rulo Bridge, located near Rulo, Nebraska, when it secured permission from Congress to build and operate a toll bridge over the Missouri River. The War Department approved the bridge in May, but several months later Mullen approached the Richardson County Board with an offer to assign the county all rights to the bridge. The county accepted Mullen's offer, but only on the condition that it would not have to pay for construction. Mullen proposed that the county apply for a federal grant and loan, but the process lagged for almost five years. In September 1938, the Public Works Administration agreed to fund nearly one half of the bridge's construction. To cover the balance, the county issued bonds that would be repaid through bridge toll revenue. Construction began in 1938, and it was completed in November 1939. The bridge had concrete abutments and wingwalls with a superstructure of steel, 16-panel riveted Pennsylvania through truss with riveted Warren deck trusses. Its concrete decks were very narrow by modern standards.

Current Physical Description

The Rulo Bridge was deemed too narrow and incapable of carrying the weight load necessary for a modern bridge. A new bridge was constructed 650 feet south of the historic bridge in 2013, and the original bridge was demolished, partly through implosion and partly by hand, in January 2014. The project went through Section 106 Review, and the bridge was recorded according to HAER Standards prior to demolition. Those characteristics that caused this bridge to be eligible for listing no longer exist.

On September 4, 2015, the NeSHPO presented this information to the Nebraska Historic Preservation Board and recommended removal of the Rulo Bridge from the National Register. The Board unanimously approved this recommendation.

1500 R Street
PO Box 82554
Lincoln, NE 68501-2554

p: (800) 833-6747

(402) 471-3270

f: (402) 471-3100

www.nebraskahistory.org

Please remove the Rulo Bridge (NeHBS RH00-066) from the National Register of Historic Places, pursuant to 36 CFR 60.15 (a) (1). You may direct any questions regarding the removal of this property to Jill Dolberg, 402-471-4773. Thank you.

Sincerely,



L. Robert Puschendorf
Deputy State Historic Preservation Officer





**PROPOSED MISSOURI RIVER BRIDGE
AT RULO, NEBRASKA**

Project Number 109-2106
Contract Number 12881
Structure Number 2109 01471
October 2008















United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

718

RECEIVED
MAY 1 1992
NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Rulo Bridge
other name/site number Missouri River Bridge; NEHBS Number RH00-66

2. Location

street & number U.S. Highway 159 over the Missouri River N/A not for publication
city, town east edge of Rulo N/A vicinity
state NE; MO county Richardson, NE; Holt, MO code 147/087 zip code 68431

3. Classification

Ownership of Property	<u>States of Nebraska and Missouri</u>	Number of Resources within Property	
Category of Property	<u>structure</u>	Contributing	Noncontributing
		<u>0</u>	<u>0</u> buildings
		<u>0</u>	<u>0</u> sites
		<u>1</u>	<u>0</u> structures
		<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria.

Bob Rustenberg DSHPO
Signature of certifying official

5/6/92
Date

Nebraska State Historical Society
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register Criteria.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register see continuation sheet
- determined eligible for the National Register see continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Entered in the
National Register

Arlene Byers

6/29/92

Signature of the Keeper

Date of Action

6. Function or Use

Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification (enter categories from instructions)

OTHER /riveted Pennsylvania through truss

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

The Rulo Bridge spans the Missouri River on the east edge of Rulo. Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Rulo Bridge today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structure follows:

span number:	3	construction date:	1938-39
span length:	375.0'	construction cost:	\$651,296.01
total length:	859.0'	current condition:	good
roadway wdt.:	20.0'	alterations:	none

superstructure: steel, 16-panel riveted Pennsylvania through truss with riveted Warren deck trusses
substructure: concrete abutments and wingwalls; concrete two-legged piers and solid channel piers
floor/decking: concrete deck over I-beam transverse joists which rest on I-beam stringers
other features: upper chord: back-to-back channels with cover plate and double lacing; lower chord: face-to-face channels with top and bottom battens; verticals: built-up I-beams to level of longitudinal, horizontal bracing, above are composed over 4 angles tied by lacing; hip verticals: built-up I-beams; diagonals: face-to-face channels with lacing, diagonals tying second lower panel point from end to top of hip is built-up I-beam; portals: intermediate transverse strut and diagonal bracing below are composed of 4 angles tied with lacing, all other members consist of 2 angles tied with lacing; sway bracing: overhead struts composed of 4 angles tied with lacing, all other members are single angle sections; top lateral: cross-braced members composed of 2 angles tied by lacing; floor beams: I-beams riveted by means of gussets to lower chord; bottom lateral: cross-braced members composed of back-to-back angles; railing: channel and angle-section rails riveted to double angle-section posts.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

	statewide
Applicable National Register Criteria	C
Criteria Considerations (Exceptions)	N/A
Areas of Significance	Engineering
Period of Significance	1938-39 (The period of significance is derived from the original construction date.)
Significant Dates	1938-39
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Harrington and Cortelyou, Kansas City MO
(Fabricator)	Missouri Valley Bridge and Iron Works, Leavenworth KS
(Builder)	Kansas City Bridge Company, Kansas City MO; Missouri Valley Bridge and Iron Works, Leavenworth KS

State significance of property, and justify criteria, criteria considerations and areas of significance noted above.

A group led by John C. Mullen of Falls City laid the ground work for the Rulo Bridge in 1933, when it secured permission from the United States Congress to construct and operate a toll bridge over the Missouri River at Rulo. Either in that year or earlier, the group also engaged the services of the Kansas City engineering firm of Harrington and Cortelyou to prepare plans for the bridge. The initial plans were approved by the War Department on May 29, 1933. Despite these efforts, it is not known whether Mullen and his associates ever intended to construct the bridge. On February 14, 1934 Mullen approached the Richardson County Board, offering to assign the county "all his rights, interests, contracts, and franchises which he possesses for the construction of a vehicular traffic bridge at Rulo."

The county accepted Mullen's offer, but only on the condition that it not have to pay for construction. Considering that the bridge was estimated to cost between \$700,000 and \$800,000, this was no small caveat. Fortunately, Mullen had a solution, proposing that the county apply for a federal grant and loan. The board was careful to stipulate that the loan would only be repaid through bridge tolls, at no expense to the county. The county clerk noted in his minutes:

It was explained that [Richardson County could]... obtain a grant from the Reconstruction Finance Corporation of the Federal Government to build such bridge, in the amount of about \$800,000, of which thirty percent of the portion thereof that is expended for labor and material would... be an outright gift, the balance to be repaid with interest at the rate of four percent per annum... It being the understanding that the Reconstruction Finance Corporation would approve the issuing of such bonds as debenture bonds only, the same to be retired from revenue from the use of such bridge so that the County of Richardson would not be subject to any deficiency judgement in the case that such bridge does not pay out.

Negotiations appear to have dragged on for several years, but in September 1938, the Public Works Administration agreed to fund 45 percent of the bridge's construction, the total grant not to exceed \$326,250. To cover the balance, the county released a bond issue which was to be repaid through bridge revenue. With funding secured, the board officially entered a contract with Harrington and Cortelyou, who had been operating under a verbal agreement. The firm was to prepare all plans and supervise the project for six percent of the cost of construction. On 7 October, the board called for construction bids. The announcement stipulated that no bid was to exceed \$625,000, and stated that "the structure comprises, from west to east, 815 ft. of graded approach, five steel deck truss spans, each 100 ft. long, three steel through truss spans, each 376.5 ft. long, 5 steel deck truss spans, each 100 ft. long and 352 ft. of graded approach. A concrete floor slab is provided on all the truss spans and concrete paving on the graded approaches."

United States Department of the Interior
National Park Service**National Register of Historic Places
Continuation Sheet**Section number 8 Page 2**Highway Bridges in Nebraska, 1870-1942**

The county opened bids on 7 November 1938. Of eleven bids received, the board selected the joint proposal of the Kansas City Bridge Company and the Missouri Valley Bridge and Iron Company, low bidders at \$599,425.35. In an effort to provide local employment during the Depression, the county required the contractors to hire Richardson County residents whenever possible. Construction apparently began immediately and continued through 1939. The Empire Construction Company of Omaha was subcontracted to grade the approaches, and the Interstate Construction Company of Lincoln installed the bridge lighting. The Rulo Bridge apparently opened to traffic in November 1939, and the Richardson County Board officially accepted the toll bridge on 2 April 1940. The total cost of construction amounted to \$651,296.01.

In 1945, an engineer from the Nebraska highway department observed that "the steel portions of the structure appear in excellent condition, although due to war conditions, the painting of the steel has been deferred and the paint coat is not in as good a condition as desired. This, no doubt, will be remedied when materials and labor again become available." More seriously, the writer also reported that the west approach fill had settled, and "this has occasioned some movement in the abutment and in the truss span at the west end of the bridge. This movement is sufficient to entirely close the expansion joint between the trusses at the first pier." The engineer presumably was referring to the first approach span, and not the western most through truss. The state estimated the cost of the repairs at \$10,000, and the work was probably done in the late 1940s. Aside from these minor repairs, no major work appears to have been performed on the bridge after its opening.

In October 1966, Richardson County informed the States of Nebraska and Missouri that "there appears at this time [to be]... sufficient funds available for a premature retirement of the [bridge construction] bonds on or before October 1, 1967." Although tolls would no longer be required to repay the bridge bonds, they would still be collected to cover the cost of maintenance. Noting that Interstate 29 was currently being built in Missouri and that an access road was planned from the bridge, the board urged the states to assume ownership and make the Rulo Bridge a toll-free crossing to facilitate travel. The board stated: "It would be beneficial to the residents of Richardson County, Nebraska, and to the residents of Northwest Missouri that the bridge be made a free bridge... This is particularly true in light of the construction of Highway I-29 through Holt County, Missouri, and the proposed plans to build an access road from I-29 to the Rulo Bridge."

The States of Nebraska and Missouri agreed to assume joint ownership of the Rulo Bridge in 1969. Prior to the transfer, Richardson County contracted with the Capital Bridge Company to repair and waterproof the bridge's concrete surfaces, according to plans and specifications prepared by the State of Nebraska. The total cost of the project amounted to \$14,775.00. To celebrate the new ownership, the county board declared May 15th and June 19th as "free bridge" days, temporarily allowing traffic to cross the bridge free of toll. On 24 June 1969, the Richardson County Board signed the papers transferring ownership of the Rulo Bridge to the States of Nebraska and Missouri. With its 375-foot spans, the Rulo Bridge is one of the longest trusses in Nebraska. It is technologically significant as an excellent example of large-scale bridge construction in the state.

For further contextual information regarding bridge building in Nebraska, registration requirements, and property types, see related multiple property listing "Highway Bridges in Nebraska, 1870 - 1942."

9. Major Bibliographical References

Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number S159 01373; Nebraska Department of Roads and Irrigation, **Twenty-Third Biennial Report**, 1939-40, p. 23; Henry G. Schlitt, "Missouri River Bridges, Report #2," 7 November 1945, located in Bridge Division, Nebraska Department of Roads, Lincoln, Nebraska; Proceeding of the Richardson County Commissioners, located in Richardson County Courthouse, Falls City, Nebraska, see the following entries indexed in the "Rulo Bridge Book", Book 13 : 14 February 1934 (pp. 673-674); Book 14: 10 September 1935 (p. 276), 24 September 1935 (pp. 284-5), 23 June 1936 (p. 419), 29 June 1938 (pp. 52-53); Book 15: 28 July 1938 (pp. 67-70), 13 September 1938 (pp. 111-113), 29 November 1938 (p. 161), 17 January 1939 (p. 183), 25 July 1939 (p. 239), 7 November 1939 (p. 276), 2 April 1940 (p. 324); Book 16: 11 October 1966 (p. 73); Book 20: 17 January 1967 (p. 106), 10 December 1968 (p. 363) 7 January 1969 (p. 371), 25 February 1969 (p. 389), 24 June 1969 (p. 426); field inspection by Demian Hess, 13 March 1990.

___ See continuation sheet

Previous documentation on file (NPS):

- ___ preliminary determination of individual listing
(36 CFR 67) has been requested
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # ___
___ recorded by Historic American Engineering Record # ___

Primary location of additional data:

- State historic preservation office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other (specify repository:)

10. Geographical Data

Acreage of Property less than one acre
Cadastral Reference S17, T1N, R18E
USGS Quadrangle Rulo, NE - MO (7.5 Minute Series, 1965)
UTM References zone 15 easting 293530 northing 4436350

___ See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 859 feet by 22 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

___ See continuation sheet

Boundary Justification

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but do not exceed, all of the property that has been historically associated with this bridge.

___ See continuation sheet

11. Form Prepared By

name/title	Demian Hess, Research Historian	date	30 June 1991
organization	Fraserdesign and Hess, Roise and Company	telephone	303-669-7969
street & number	1269 Cleveland Avenue	zip code	80537
city or town	Loveland state Colorado		

5/15/92

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Highway Bridges in Nebraska MPS

NEBRASKA

Section number _____ Page _____

Highway Bridges in Nebraska MPS

NEBRASKA

Date Listed

92000746	Main Street Bridge	6/29/92
92000762	Mission Creek Bridge	6/29/92
92000724	Neligh Mill Bridge	6/29/92
92000716	Nine Bridges Bridge	6/29/92
92000704	North Loup Bridge	Substantive Review 6/29/92
92000727	North Omaha Creek Bridge	6/29/92
92000739	Olive Branch Bridge	6/29/92
92000755	Plattsmouth Bridge	Substantive Review
92000769	Ponca Creek Bridge	6/29/92
92000712	Prairie Dog Creek Bridge	6/29/92
92000743	Rattlesnake Creek Bridge	6/29/92
92000726	Red Cloud Bridge	6/29/92
92000765	Republican River Bridge	6/29/92
92000709	Roscoe State Aid Bridge	6/29/92
92000718	Rulo Bridge	6/29/92 *
92000741	Saddle Creek Underpass	6/29/92
92000713	Sappa Creek Bridge	6/29/92
92000740	Sargent Bridge	Substantive Review 6/29/92
92000742	South Omaha Bridge	6/29/92
92000717	Stewart Bridge	6/29/92
92000705	Sutherland State Aid Bridge	Substantive Review 6/29/92
92000767	Sweetwater Mill Bridge	6/29/92
92000766	Tekamah City Bridge	6/29/92
92000711	Turkey Creek Bridge	6/29/92
92000750	Twin Bridge	6/29/92
92000770	Verdigris Creek Bridge	6/29/92
92000706	Willow Creek Bridge	Substantive Review 6/29/92
92000738	Wolf Creek Bridge	6/29/92
92000736	Wyoming Bridge	6/29/92
92000772	York Subway	6/29/92

*9200718 Rulo Bridge - Delisted 9/21/92 Relisted 1/4/93

93000536	Brownville Bridge	6/17/93
93000537	Meridian Bridge	6/17/93
93000560	36th Street Viaduct	6/17/93
93000559	0 Street Viaduct	6/17/93
93000558	10th Street Viaduct	6/17/93

Entered in the National Register
DOE/OWNER OBJECTION
Determined Eligible
DOE/OWNER OBJECTION
Determined Eligible
DOE/OWNER OBJECTION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Rulo Bridge

MULTIPLE NAME: Highway Bridges in Nebraska MPS

STATE & COUNTY: NEBRASKA, Richardson

DATE RECEIVED: 5/15/92 DATE OF PENDING LIST: 5/26/92
DATE OF 16TH DAY: 6/11/92 DATE OF 45TH DAY: 6/29/92
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000718

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 6/29/92 DATE Entered in the National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

count resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

historic current

DESCRIPTION

architectural classification
 materials
 descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

summary paragraph
 completeness
 clarity
 applicable criteria
 justification of areas checked
 relating significance to the resource
 context
 relationship of integrity to significance
 justification of exception
 other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

acreage verbal boundary description
 UTM's boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps USGS maps photographs presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Rulo Bridge (Highway Bridges in Nebraska MPS) Richardson County, Nebraska

REMOVAL APPROVAL
92000718

Beth Boland 9/21/92

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: REMOVAL

PROPERTY Rulo Bridge
NAME:

MULTIPLE Highway Bridges in Nebraska MPS
NAME:

STATE & COUNTY: NEBRASKA, Richardson

DATE RECEIVED: 8/12/92 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 9/26/92
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000718

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: Y PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9/21/92 DATE

ABSTRACT/SUMMARY COMMENTS:

Requesting removal for procedural reasons because the bridge is owned jointly by NE + Mo, but Mo did not participate in the nomination process. The bridge will be resubmitted when all the procedural requirements have been met. Because this circumstance does not affect the evaluation of significance, the bridge remains on the "determined eligible" list (see 36 CFR 60.15(a)).

RECOM./CRITERIA Remove
REVIEWER Boland
DISCIPLINE Historia
DATE 9/21/92

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

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Signed _____ Date _____

United States Department of the Interior
National Park Service

NOV 30 1992
NATIONAL REGISTER

National Register of Historic Places Registration Form

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1. Name of Property

historic name Rulo Bridge
other name/site number Missouri River Bridge; NEHBS Number RH00-66

2. Location

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state NE; MO county Richardson, NE; Holt, MO code 147/087 zip code 68431

3. Classification

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		<u>1</u>	<u>0</u> structures
		<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register: 0
Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria.

[Signature] 11/23/92
Signature of certifying official Date

Director, Nebraska State Historical Society
State or Federal agency and bureau

In my opinion, the property X meets does not meet the National Register Criteria.

[Signature] 18 November 1992
Signature of commenting or other official Date

Missouri Department of Natural Resources
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register see continuation sheet
- determined eligible for the National Register see continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

[Signature] 1/4/93
Entered in the National Register Date of Action

Signature of the Keeper Date of Action

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Rulo Bridge
NAME:

MULTIPLE Highway Bridges in Nebraska MPS
NAME:

STATE & COUNTY: NEBRASKA, Richardson

DATE RECEIVED: 11/30/92 DATE OF PENDING LIST: 12/15/92
DATE OF 16TH DAY: 12/31/92 DATE OF 45TH DAY: 1/14/93
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000718

NOMINATOR: STATE

REASONS FOR REVIEW:

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REVIEWER _____
DISCIPLINE _____
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_____ Phone _____

Signed _____ Date _____



Rulo Bridge - NeltHS No. RH00-66

Rulo VICINITY, RICHARDSON CO., NEBR

Demian Hess

13 March 1990

original negative located at NESHPO

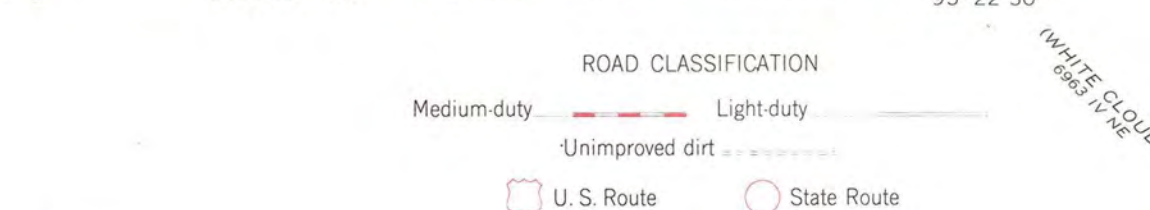
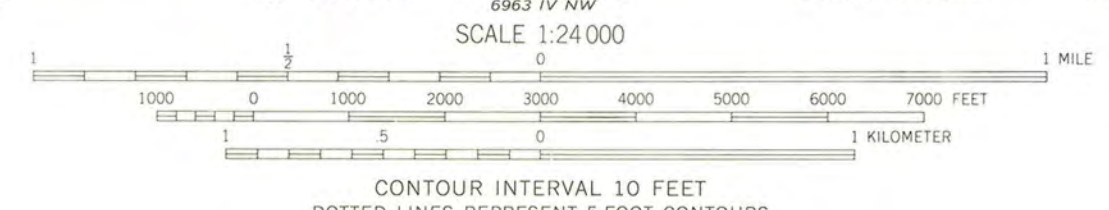
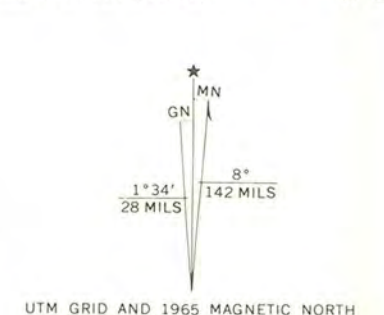
view: looking Northeast

PHOTO 1 OF 1

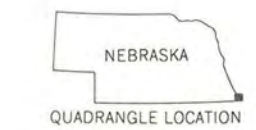


RULO BRIDGE
(NEHS #RHO0-60)
RICHARDSON COUNTY
LTM:
15.29353) 442.635)

Maped, edited, and published by the Geological Survey as part of the Department of the Interior program for the development of the Missouri River Basin Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1963 and planetable surveys 1965
Polyconic projection. 1927 North American datum 10,000-foot grids based on Nebraska coordinate system, south zone and Missouri coordinate system, west zone 1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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AND BY THE MISSOURI GEOLOGICAL SURVEY, ROLLA, MISSOURI 65401
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



RULO, NEBR.-MO.
SW/4 CRAIG 15' QUADRANGLE
N4000-W9522.5/7.5
1965
AMS 6964 III SW-SERIES V875



NEBRASKA STATE HISTORICAL SOCIETY
1500 R STREET, BOX 82554, LINCOLN, NE 68501
DIRECTOR: JAMES A. HANSON (402) 471-3270

RECEIVED
MAY 13 1992

NATIONAL
REGISTER

May 8, 1992

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
1100 'L' Street, NW
Washington, DC 20240

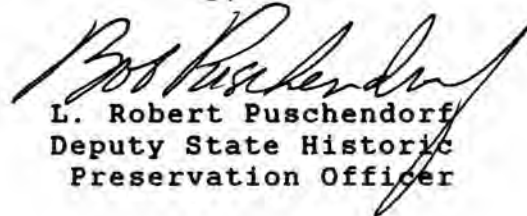
Re: Rulo Bridge
NEHBS # RH00-066
E edge of Rulo
rural Richardson County, Nebraska

Dear Ms. Shull:

Please find enclosed the National Register of Historic Places nomination form for the above property. The property is being nominated under the Multiple Documentation Form, Highway Bridges in Nebraska 1870-1942, which is enclosed under separate cover. This nomination has met all notification and other requirements as established in 36 CFR Part 60.

If you have any questions regarding the nomination, please let me know.

Sincerely,


L. Robert Puschendorf
Deputy State Historic
Preservation Officer

Enclosure



NEBRASKA STATE HISTORICAL SOCIETY
1500 R STREET, BOX 82554, LINCOLN, NE 68501
DIRECTOR: JAMES A. HANSON (402) 471-3270

AUG 12 1992
rec'd. NRHP.
PS.

July 30, 1992

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
1100 "L" Street, N.W.
Washington, D.C. 20240

Dear Ms. Shull:

It has come to our attention that a procedural error has been made concerning National Register listing of the Rulo Bridge (Missouri River Bridge) in Nebraska and Missouri. Although the property was officially listed on June 29, 1992, our office is now requesting "delisting" because the bridge is jointly owned by both the states of Nebraska and Missouri and procedural requirements were followed only in Nebraska. When proper procedures are met, we will re-submit the bridge for nomination. We understand that during this interim period, the bridge's status remains "determined eligible".

If you have any questions please call Joni Gilkerson, National Register Coordinator, at (402) 471-4767. Thank you for your attention to this matter.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

JG/be



NEBRASKA STATE HISTORICAL SOCIETY
1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 Museum Fax: (402) 471-3314

R. -
NOV 30 1992

NATIONAL
REGISTER

November 20, 1992

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
1100 "L" Street, N.W.
Washington, D.C. 20240

Dear Ms. Shull:

The Rulo Bridge (Missouri River Bridge) in Nebraska and Missouri was officially listed on June 29, 1992. Because procedural requirements were not met in both states, our office requested "delisting" of the property, as per our letter to you dated July 30, 1992.

The property has now been reviewed and approved by the Missouri State Review Board. Enclosed please find a new cover sheet with the necessary signatures. The original nomination form, map and photographs, are on file with the National Park Service.

If you have any questions, please call Joni G. Gilkerson, National Register Coordinator at (402) 471-4767. Thank you for your attention to this matter.

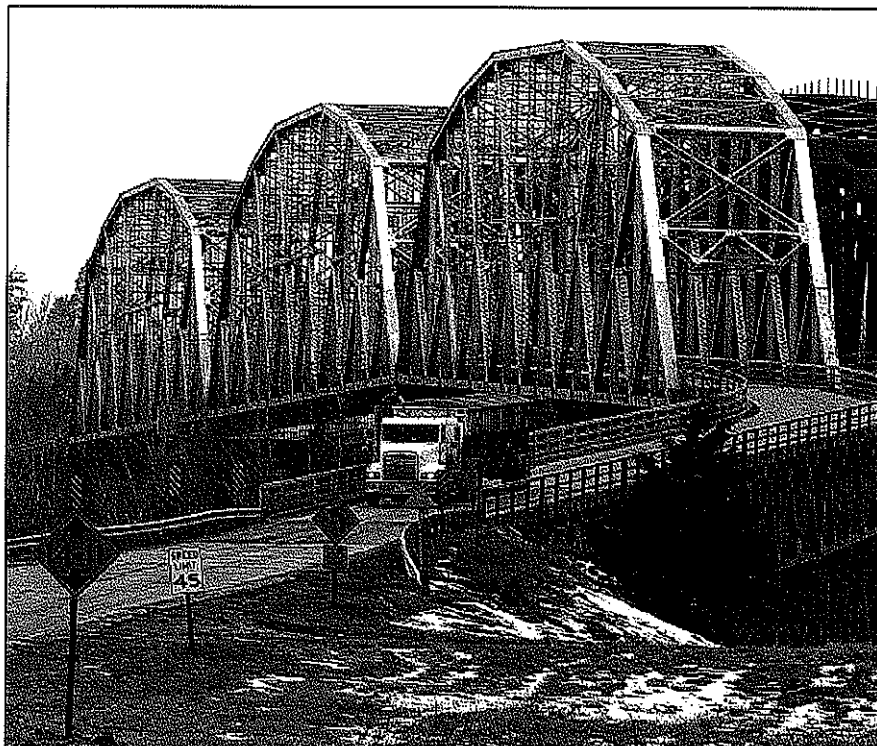
Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

JG/be



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Journal Star file photo

What remained of the old Rulo bridge came down earlier this month.

Last of historic Rulo bridge comes down

Lincoln Journal Star

The historic Rulo bridge is gone.

The last two spans of the 76-year-old bridge were taken down with explosives on Feb. 5, said Mike Habegger, who is in charge of removing the bridge for the Nebraska Department of Roads.

"Everything came down exactly the way it was supposed to," he said.

More than 400 people watched the first span of the three-span bridge drop into the navigational channel of the Missouri River on Jan. 19. About 25 people showed up to watch the last two

spans come down. Habegger believes the frigid temperatures kept many others away.

The last two spans went down at about 8:20 a.m., one into the river and the other onto land near the Missouri side.

"Everything is out of the river except for the pier," Habegger said. Demolition experts plan to implode the concrete pier next week, possibly on Thursday.

The bridge's iron trusses are being cut into smaller pieces on the Nebraska side of the river, and concrete decking is being removed. All materials will be hauled away for scrap. Habegger

anticipates the \$1.73 million salvage job will be completed by the end of March.

Built by the Kansas City Bridge Co. for \$760,000 in 1938, the Rulo bridge connected Nebraska and Missouri via U.S. 159. It was added to the National Register of Historic Places in 1993.

A new \$32 million bridge that was built and dedicated on Labor Day last year now carries traffic between the two states. It was built directly south of the old bridge, which was replaced for safety reasons and was too narrow for semitrailers and farm machinery.



MONDAY, JANUARY 20, 2014
LINCOLN, NEBRASKA

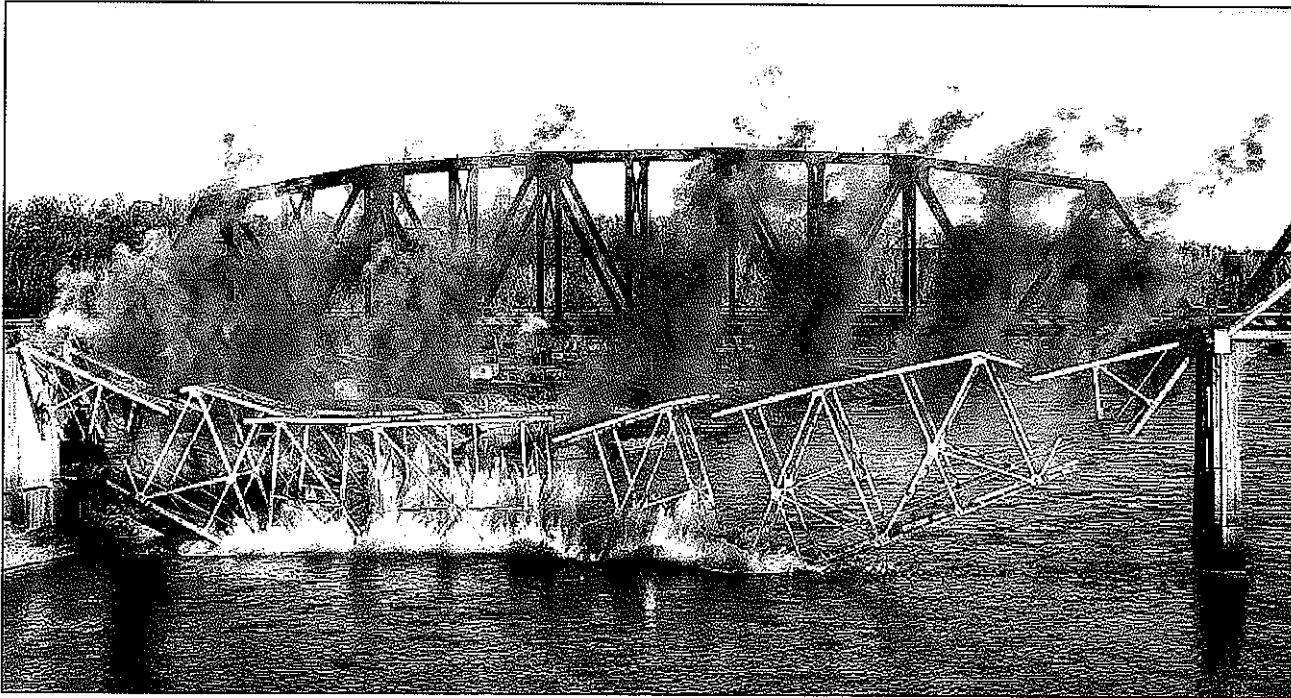
LINCOLN JOURNAL STAR



journalstar.com

A REAL BLAST

First span of historic Rulo bridge falls.



MATT RYERSON/Lincoln Journal Star

The western span of the historic Rulo bridge, linking Nebraska and Missouri, comes crashing down during its planned demolition Sunday. The rest of the bridge is expected to be imploded over the next month.

By **ALGIS J. LAUKAITIS**
Lincoln Journal Star

RULO — As hundreds of spectators watched, part of the historic Rulo bridge imploded and plunged into the icy waters of the Missouri River on Sunday morning.

Explosive charges set in high winds the day before went off at about 8:05 a.m. and cut the girders, allowing the 425-foot-long span over the navigation channel

to fall into the water in a few seconds as large puffs of brown smoke disappeared into the blue sky.

"It came down beautiful," said Richard Adams of Falls City, who watched from his car outside Wild Bill's Bar & Grill overlooking the blast site.

Said Alicia Henry of Falls City: "It was awesome. I couldn't believe it fell straight down."

Mike Habegger, who's in charge of re-

moving the 75-year-old bridge for the Nebraska Department of Roads, estimated the crowd at between 400 and 500 people.

Much to the chagrin of Habegger and others who were concerned about public safety, most of them stood outside of Wild Bill's — formerly known as The Bridge Café — to watch the implosion.

See RULO, Page A2

more photos and video can be found on our website, journalstar.com.

Rulo

"It made my heart go to my stomach. It was neat," said Jeannette Schulenberg, who stood on top of a picnic table to watch from the back patio of the establishment which she and her husband, Bill, bought two years ago. They brought in extra help to serve the large breakfast crowd.

Vehicles jammed their gravel parking lot and overflowed into nearby streets. Before the blast, authorities blocked traffic on both sides of the new bridge, which connects Nebraska and Missouri via U.S. 159.

BNSF Railway also stopped its trains from using a railroad bridge just north of the old Rulo bridge. Flag boats were deployed upstream and downstream to keep boats away. No accidents or injuries were reported.

"It went very well," Habegger said after the implosion. "It's down in the river where it's supposed to be."

Built by the Kansas City Bridge Co. for \$760,000 in 1938, the bridge — with its arching metal trusses — was added to the National Register of Historic Places in 1993. It was featured in the movie "Paper Moon" and in the BBC's "Stephen Fry in America."

The implosion of the first span was initially set for Friday but had to be moved to Sunday due to strong winds, Habegger said. They managed to get the explosive charges set on Saturday, despite high winds, some gusting up to 40 mph or more.

Officials distributed evacuation notices to a handful of residents living close to the bridge on the Rulo side. Most people left, but not

everyone.

"We're the dummies that stayed down here while it happened," said Jon Harkendorff.

He watched the bridge go down with a small group of family and friends from his doorway. His wife, Darlene, reported no broken dishes or windows.

"There wasn't much percussion, just a loud boom and a cool show," said family friend Keith Kopf of Lawrence, Kan.

Jensen Construction Co. of Des Moines, Iowa, which has the \$1.73 million demolition contract, is not done yet. Workers still have to remove the two remaining spans of the three-span bridge.

They plan to demolish those using the same method as on the first span, Habegger said. If all goes right that could be in about two weeks.

The U.S. Coast Guard gave contractors 24 hours to remove the iron girders from the navigational channel — close to the Nebraska side of the river — and they began immediately after the blast. They planned to use cranes to lift the heavy metal out of the water, load it onto barges and take it to shore, where it would be cut up into smaller pieces and hauled away for scrap.

Several people had fond memories of the old bridge, recalling that they used to walk across it as children. Those who drove had to pay a 10- or 15-cent toll. Others recalled swinging from a rope tied to the bridge and jumping into the Missouri.

After years of effort by local officials and citizens, a new \$32 million bridge was built and dedicated on La-



Jeannette Schulenberg, co-owner of Wild Bill's in Rulo, enjoys a cup of coffee early Sunday. People gathered at the bar to watch as crews imploded a span of the nearby historic Missouri River bridge.

bor Day last year. It is located directly south of the old bridge, which was replaced for safety reasons and was too narrow for semitrailers and farm machinery.

"I've been over that bridge many a time. It was a scary bridge. It was so skinny," said Jerry Milbourn, who drove up with his wife, Marna, from their home in St. Joseph, Mo.

"I'll miss it. It was just a sight: You came to Rulo and there was the Rulo bridge," said Richard Adams' wife, Lou Ann. "It's part of the history here."

Reach Algis J. Laukaitis at 402-473-7243 or alaukaitis@journalstar.com.

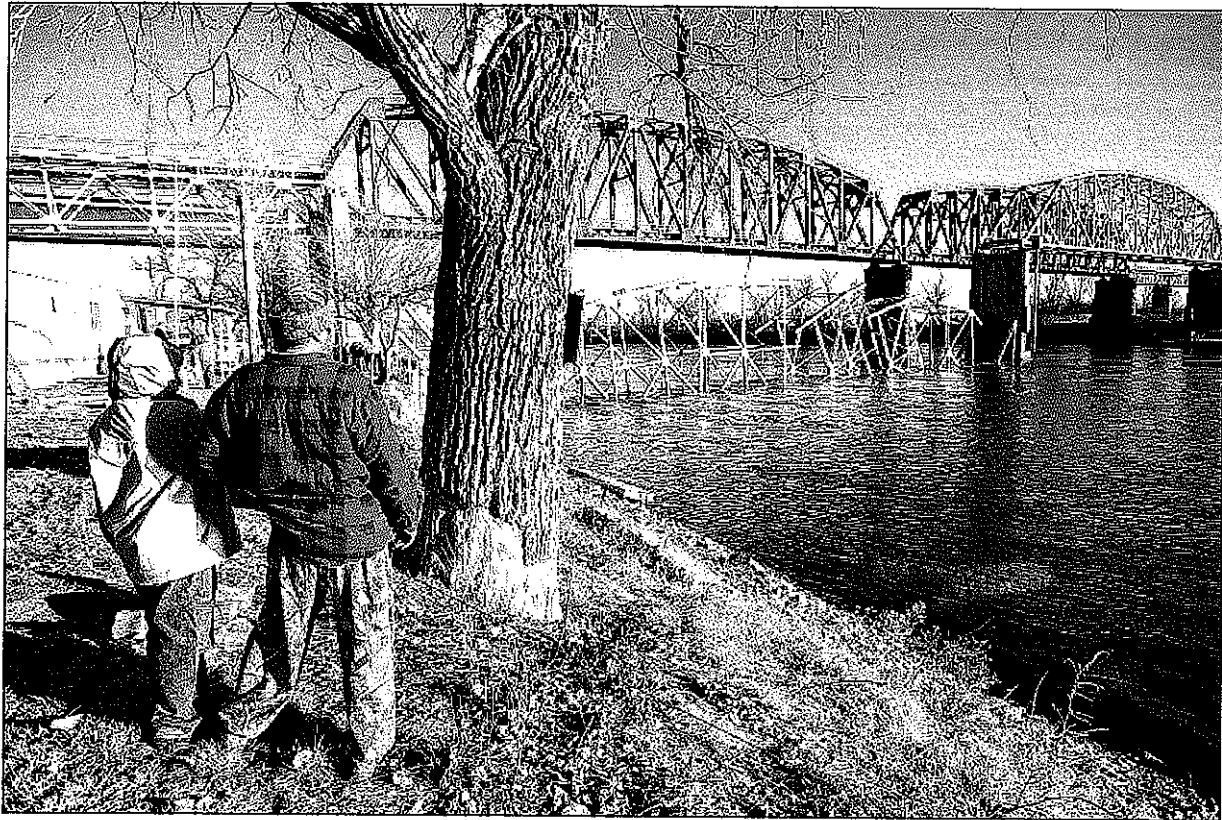
RH00-066

JOURNAL STAR

LINCOLN, Nebraska

Date: Monday, January 20, 2014
Frequency: DAILY
Circulation: 74795
Clip Size: 135.44 sq. inches
Ad Rate: \$62.56
Page/Section: A 0001

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Photos by MATT RYERSON/Lincoln Journal Star

Dennis Leeper (right), of White Cloud, Kan., and his nephew Bruce Leeper, 9, of St. Joseph, Mo., look at what remains of the historic Rulo bridge. Crews imploded one of the spans on Sunday.



Old bridge to come down soon

Historic Missouri River span will have series of explosions.

By **ALGIS J. LAUKAITIS**
 Lincoln Journal Star

The historic Missouri River bridge at Rulo will come down — not in one big bang but in a carefully choreographed series of them.

No charges will be set until workers remove a nearly half-mile-long span of concrete decking, dismantle handrails and cut iron trusses to place the dynamite.

“It could happen toward the middle or end of December,” said Mike Habegger, who’s in charge of removing the 74-year-old bridge for the Nebraska Department of Roads.

The state dedicated the new \$32 million bridge in the southeast corner of the state Sept. 1, leaving the old one connecting Nebraska to Missouri via U.S. 159 a hazard to river navigation.

Built by the Kansas City Bridge Co. for \$760,000 in 1938, the bridge — with its arching metal

The public may get an opportunity to watch some demolition, with the contractor determining the size of the blast safety zone. No dates have been set, but public notices will be sent.

trusses — was added to the National Register of Historic Places in 1993. It was featured in the movie “Paper Moon” and in the BBC’s “Stephen Fry in America.”

Because of the historical designation, the Roads Department needed approval from the Federal Highway Administration and historic preservation offices in Nebraska and Missouri, spokeswoman Mary Jo Oie said.

The old, narrow bridge sits 650 feet to the north of the new four-lane highway bridge and about 50 feet from a BNSF Railway bridge. That proximity creates a unique situation for the Roads Department and Jensen Construction Co. of Des Moines, Iowa, which has the \$1.73 million demolition contract.

An average of 43 trains — most carrying coal — cross the railroad

bridge daily, so demolition must be coordinated with the railroad, Habegger said. They’ve also had to consult the U.S. Army Corps of Engineers, which manages river flows, and the U.S. Coast Guard, in charge of river navigation.

Workers have started sawing off the bridge deck, which is more than a foot thick, and will haul it away in 10- by 10-foot slabs.

Local residents and the corps have expressed an interest in them.

Next, handrails will come off and the iron cut for directional dynamite charges, so the three trusses can be dropped precisely.

“Burlington Northern’s concern is the actual blasting,” Habegger said.

Workers will drop the center truss first because it is in the navigation channel, then have 24 hours to remove the iron using barges and tugboats outfitted with cranes.

The job shouldn’t be difficult, Habegger said, because the charges will shear the trusses — like slicing a loaf of bread in midair.

Then, the iron scrap should stick out of the river, which will be about 10 feet deep because of winter controls at Gavins Point Dam on the Nebraska-South Dakota border.

Once the center truss is removed, workers will tackle the pair on the Missouri side, which will come down in separate blasts. Work-

ers will have 48 hours each time to remove iron — more time, because they’re not in the navigation channel.

No blasting will be done on the bridge approach on the Nebraska side because homes are nearby, Habegger said. There, the metal will be cut, picked up with cranes and trucked away.

Plans call for blasting the concrete pier in the river’s center. One charge will shear off the top, allowing workers to drill holes, set charges and blow up the rest. Everything must be removed down to 4 feet below the riverbed to eliminate navigation hazards.

Once finished, crews will sweep the channel with sonar to check for stray pieces. Altogether, workers will remove 12 piers and two abutments.

The public may get an opportunity to watch some demolition, with the contractor determining the size of the blast safety zone. No dates have been set, but public notices will be sent.

Flag boats will be on the river half a mile upstream and downstream to keep boats away. Because it’s winter, there shouldn’t be many.

Still, the project is a little nerve-racking, Habegger said.

In addition to the other

RH00-066

Date: Saturday, November 30, 2013
Frequency: DAILY
Circulation: 74795
Clip Size: 52.90 sq. inches
Ad Rate: \$62.56
Page/Section: B 0001

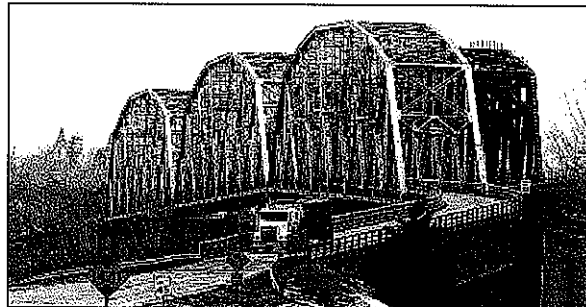
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bridges, a 24-inch natural gas pipeline lies along the Missouri side of the river. It will be depressurized before blasting takes place.

Habegger has experience with bridge demolition. In

1986, he was an inspector when a Missouri River bridge at Nebraska City was torn down with explosives.

Reach Algis J. Laukaitis at 402-473-7243 or alaukaitis@journalstar.com.



Journal Star file photo

Engineers have set forth their plans for bringing down the old bridge at Rulo.



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Rulo bridge nearly complete

Grand opening ceremony is set for 3 p.m. Sept. 1.

By **ALGIS J. LAUKAITIS**
 Lincoln Journal Star

The Mighty Mo did its darnedest, but it couldn't stop construction of the \$32 million concrete bridge that will serve as the new gateway to Richardson County and the river town of Rulo.

During the past three years, Missouri River water stranded construction barges, flooded nearby roads, damaged cof-

ferdams and kept workers at bay for months at a time.

Workers from Cramer & Associates of Grimes, Iowa, built the bridge during three of the top 10 high-water years on the Missouri, including the devastating flood of 2011, and they finished the job only a year behind schedule.

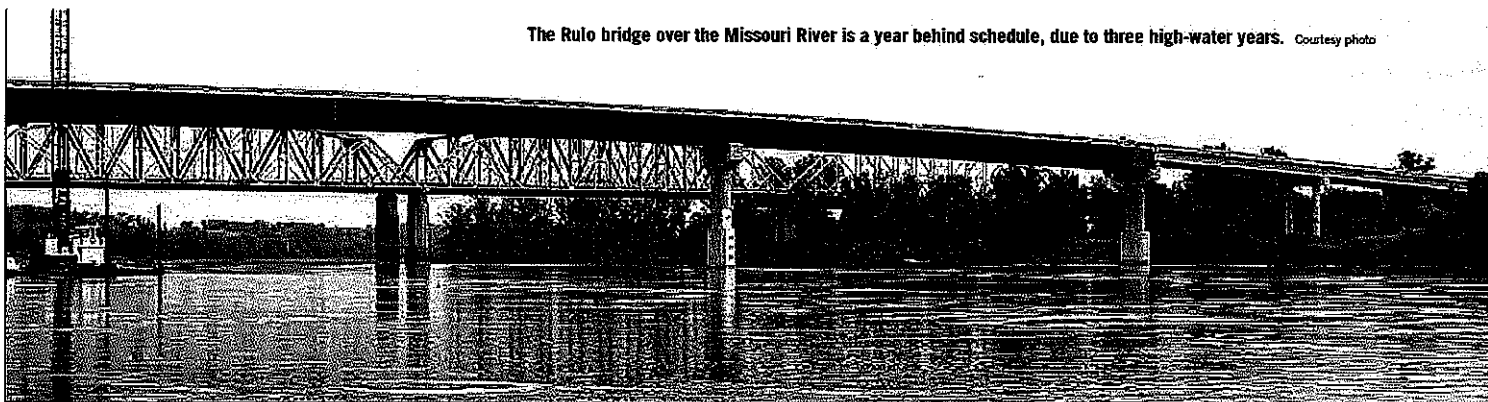
"That's quite remarkable,"

said Nebraska Department of Roads District 1 Engineer Thomas Goodbarn, who oversaw the project.

At 20 feet wide, the 74-year-old bridge is too narrow for semitrailers and

See BRIDGE, Page B2

The Rulo bridge over the Missouri River is a year behind schedule, due to three high-water years. Courtesy photo



Bridge

modern farm machinery, and it's listed as functionally obsolete in the National Bridge Inventory.

"This new river span represents a bridge to a brighter future," said Charlie Radatz of Falls City, co-chairman of the Tri-State Corridor Alliance, the grassroots group behind the project. "It is built to modern safety standards and will be key to future economic development in our region."

Radatz credited Mitch Glaeser, real estate developer and owner of the Grand Weaver Hotel in Falls City, with building a groundswell of support for the project.

Glaeser saw the old, un-

safe Rulo bridge as a black eye to the survival of Falls City and knew something had to be done because of its pivotal role in connecting Richardson County with Interstate 29 in Iowa.

In November 2007, Glaeser challenged farmers and merchants to write letters to local, state and federal officials in support of a new bridge at Rulo. Three weeks later, more than 800 letters had been mailed.

"It was the spark that got things going," said Glaeser, a self-proclaimed motivational speaker. "We knew we were onto something magical. Ultimately, 1,600 letters were sent in, which began the momen-

tum from the people.

"Within 11 months from the day of the speech, we were fully funded for that bridge."

Radatz also credited the alliance of representatives from the three states, for keeping the project on course through the years. And he praised former U.S. Sen. Ben Nelson of Nebraska, a Democrat, and Rep. Sam Graves of Missouri, a Republican, for working together to get federal money for the project.

"I think the real key thing about this project is we've been able to get people to pull together ... and understand their commonality and interests and

how people can change their future," Radatz said.

Glaeser said the bridge has become a catalyst for economic development in Southeast Nebraska.

"It's a big step for Nebraska. I think there's generations of benefit that will come out of this one investment. It's already paying dividends."

Glaeser cited the upcoming grand opening in early September of the new \$23 million grain storage and shipping complex by Consolidated Grain and Barge Co. near Falls City.

"When people come together and they have a desire to accomplish something for themselves it can be accomplished," Glaeser

said. "This has so little to do with me and everything to do with the people of the region. They made it happen."

Jeannette Schulenberg and her husband, Bill, own Wild Bill's Bar and Grill, which sits on a Nebraska bluff overlooking the new bridge and is one of the first things drivers see as they come from the east via U.S. 159 and Interstate 29.

"It's growth. I think it's going to be awesome for all of us," she said.

The project included storm sewer, water lines and lighting in Rulo, population 170.

The 2,400-foot concrete bridge replaces an iron

RH00-066

Date: Saturday, August 17, 2013
Frequency: DAILY
Circulation: 74795
Clip Size: 86.82 sq. inches
Ad Rate: \$62.56
Page/Section: B 0001

bridge about 650 feet to the north built in 1938-39 by the Kansas City Bridge Co. at a cost of about \$760,000. Nearly half of that was paid by the Works Progress Administration, with the other half coming from tolls paid until 1969, when the bridge bonds were paid off.

In 1993, the old bridge's arching metal trusses were added to the National Register of Historic Places. It was featured in the movie "Paper Moon" and in the BBC television series "Stephen Fry in America."

Despite its celebrated history, the Roads Department plans to demolish the old bridge later this year. The method will be left up to the contractor.

Reach Algis J. Laukaitis
at 402-473-7243
or alaukaitis@journalstar.com.

New Rulo bridge by the numbers

On Sept. 1, dignitaries and officials from Southeast Nebraska, northwest Missouri and northeast Kansas will dedicate the new bridge over the Missouri River near Rulo at 3 p.m., before it opens to U.S. 159 traffic. Nebraska Lt. Gov. Lavon Heidemann will be the keynote speaker.

Here's the bridge by the numbers:

\$32 million — cost, including \$16.2 million for main span, \$4.8 million for Nebraska approach, \$4.7 million for Missouri approach and \$4.5 million for right-of-way acquisition, demolition of the old bridge and other expenses.

9.278 million — pounds of girders; laid end-to-end they would extend 2 miles.

1.784 million — pounds of steel.

24,225 — square yards of new concrete paving.

13,110 — linear feet of piling.

10,350 — cubic yards of concrete.

2,400 — feet long.

40 — feet wide.

3 — years to build.

SOURCE: Nebraska Department of Roads

RH00-066



U.S. Department of Transportation
Federal Highway Administration

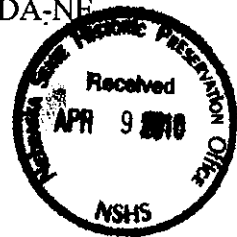
NEBRASKA DIVISION

April 8, 2010

100 Centennial Mall North
Room 220
Lincoln, NE 68508
(402)437-5765

In Reply Refer To:
HDA-NE

L. Robert Puschendorf
Deputy State Historic Preservation Officer
1500 "R" Street, Box 82554
Lincoln, NE 68501



0201-003-01
RH00-066

RE: Rulo Bridge Recordation, Richardson County, NE
Project Number BR-159-7(105)

Dear Mr. Puschendorf:

Enclosed please find the recordation for the Rulo Bridge and Janet Baker Residence in Rulo, Nebraska. These documents have been generated by Bahr, Vermeer and Haecker Architects to fulfill the stipulations in the Memorandum of Agreement (MOA) which was generated to document and mitigate adverse effects to the above mentioned historic resources. Both of these properties were identified through in field survey, and both will be removed as part of the bridge replacement activities.

The recordation meets the standards set forth in the MOA. It is the opinion of the Federal Highway Administration that the stipulations of the MOA have now been fully met. We request your concurrence with our opinion that the MOA has been completed in full and that no further work regarding the Section 106 process for this undertaking is necessary.

Please contact me if you have any further questions at 437-5146.

Sincerely yours,

Melissa Maiefski
Program Delivery Team Lead

cc: NDOR

CONCUR

DATE 5/6/10

L. Robert Puschendorf, Deputy State Historic Preservation Officer

COPY





U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

December 15, 2009

100 Centennial Mall North
Room 220
Lincoln, NE 68508
(402)437-5765

RECEIVED

In Reply Refer To:
HDA-NE

DEC 16 2009

RH00-066

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
Lincoln, NE

STATE HISTORIC PRESERVATION OFFICE
Nebraska State Historical Society

0908-041-01

Dear Mr. Puschendorf:

0201-003-01

Project No. BR-159-7(105), CN 12381
US-159 Missouri River Crossing at Rulo
Richardson County, Nebraska to Holt County, Missouri
Temporary Construction Easements adjacent to Historic Properties in Rulo

This project consists of providing a two-lane roadway connecting Rulo, Nebraska with Holt County, Missouri, and replacing the US-159 Missouri River Bridge. The Final Environment Impact Statement (FEIS)/Record of Decision (ROD) was approved by the Federal Highway Administration (FHWA) on November 11, 2006. The properties discussed in this letter were recommended eligible for listing in the National Register of Historic Places (NRHP) in the Architectural Resources report prepared as part of the FEIS/ROD. The described project includes the reconstruction of segments of Stutsman St, 1st St, Rouleau St, and Commercial St. in Rulo.

The Nebraska Department of Roads (NDOR) has proceeded with design for the US-159 Missouri River Crossing project. As project design moves forward, the need for temporary construction easements has been identified to allow for construction activities to be completed. Some of these easements are adjacent to properties identified as being eligible for the National Register of Historic Places. These easements are necessary for a period of time less than the total project construction duration; length of need of these temporary easements varies and will be described further below.

- 1) The Charles Gagnon Residence (Northwest corner of 2nd Street and Stutsman Street) is located adjacent to the project. As design advanced, it was determined that a temporary construction easement would be necessary at this location. It was identified that a total area of 2,142 sq. ft. of temporary construction easement would be necessary for temporary road construction. The temporary easement would be approximately 15 feet wide and within 9-10 feet of the structure. This width is necessary for construction equipment to build the temporary roadway. The temporary construction easement would occupy a grassed turf area as well as a sidewalk on one



side of the residence. The Contractor will maintain the existing sidewalk access on the south side until the temporary road is removed and sidewalk is constructed on the north side. Existing sidewalks on the north and south side are not ADA compliant but will be updated to ADA compliant standards as a part of this project. The residence would not be touched, and the historic features would not be affected. Access to this property will be maintained during construction.

The Gagnon Residence was built in 1868 and is considered National Register eligible under Criterion C for its architectural style. There are no other properties or outbuildings associated with this residence. The temporary easements proposed for the construction work for the Rulo Bridge project will have no effect on the

As construction on Stutsman Street is completed, the need for the easement area will no longer be required. Any disturbance to the turf area will be restored to the previous condition and grass will be seeded. As part of the project, new sidewalk is being placed parallel to Stutsman Street on the north side. Existing sidewalk will be connected to proposed sidewalk. The temporary easement is necessary for approximately one construction season. The temporary road and temporary construction easement will be removed upon completion of proposed US-159 (Stutsman Street) from west of 4th Street to the US-159 approach road to the new bridge.

- 2) The Rulo Auditorium is located southwest of Stutsman and 1st Streets, is a facility owned by the Village of Rulo and used by the community for events and recreation. Current project design will require an area of 551 sq. ft. of temporary construction easement at this location for the reconstruction of 1st Street and of the sidewalk. The temporary construction easement is approximately 4.5 feet wide and extends from the property line to the structure. Access may be restricted during construction directly in front of the structure and will be coordinated between the contractor and the Village of Rulo through partnering meetings. During any time where the sidewalk is being constructed on 1st Street in front of the building, access can be provided by entrances on the side or back of the building. The temporary construction easement allows for reconstruction of concrete sidewalk located in front of the auditorium. Any disturbance to grass adjacent to the building and sidewalk will be fully restored to pre-construction conditions. Duration of this temporary construction easement is estimated to be no more than approximately 3 months, as construction on 1st Street will be completed in the summer months when school is not in session.

A gravel parking lot is planned just south of the auditorium. The edge of the gravel lot is approximately 18.5 feet south of the structure. Construction and use of this parking lot will not touch the Rulo Auditorium.

The Rulo Auditorium was constructed in 1930 by the WPA. It is National Register eligible under Criterion C for its architectural merit and Criterion A for its contributions to entertainment in Rulo during the historic period 1930s, 40s, and 50s. The building is in an urban setting and will not be affected by the construction easements proposed. Its contribution to entertainment does not change with the


easement, while its architectural integrity shall remain intact without any alterations to the building itself. The property will retain all physical and historical features that support its National Register eligibility throughout the duration of this project.

Project Effects:

FHWA has determined that there will be no adverse effect to the historic properties as a result of the proposed temporary construction easements. The FHWA requests your concurrence with the recommendation that these activities will have no adverse effect to the historic property. Specific to the historic nature of the sites and with SHPO concurrence, FHWA would determine that the temporary construction easements are an exempt activity under 23 CFR 774.13 regarding Section 4(f).

Please contact me at (402) 437-5973 if you have any questions regarding this project.

Sincerely yours,



Melissa G. Maiefski
Environmental Program Team Lead

cc: Cindy Veys, NDOR

CONCUR



L. Robert Puschendorf, Deputy State Historic Preservation Officer

12/16/09

Date



STATE OF NEBRASKA

Dave Heineman
Governor

DEPARTMENT OF ROADS

Monty W. Fredrickson, P.E., Director - State Engineer
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759

Phone (402)471-4567 • FAX (402)479-4325 • www.transportation.nebraska.gov

November 9, 2009

RECEIVED

DEC 7 2009

L. Robert Puschendorf
Deputy State Historic Preservation Officer
1500 "R" St
Box 82554
Lincoln NE 68501

State Historic Preservation Officer
Nebraska State Historic Society

RH00-066

2524131

Re: Rulo Bridge Study, Richardson County
Project Number BR-159-7(105), CN-12381
HP#0201-003-01

Dear Mr. Puschendorf:

This letter is being submitted to summarize and document all the effects determinations currently on file for the Rulo Bridge replacement in Rulo, Richardson County, Nebraska.

No new effects are recommended in this letter. The Rulo Bridge was built between 1936 and 1938 and crosses the Missouri River at Rulo in far southeastern Nebraska, connecting traffic to the Missouri side of the river. This bridge was first determined eligible in January of 1991 through a statewide historic bridge survey. By November 1992, the bridge was listed in the National Register of Historic Places

This project began during the spring of 2000, when consultants were engaged to document and design the new bridge and to document historic properties through Section 106 of the National Historic Preservation Act. At that time, Architectural and Historic Research of Kansas City was retained to document historic standing structures within the project study area and make recommendations of effect on those properties. The Highway Archeology Division of the State Historical Society completed the field survey and recommendations for archeological properties on the Nebraska side of the bridge.

The following timeline identifies the official documents on file for this project:

1. January 1991 determination of eligibility and November 1992 National Register listing for the Rulo Bridge.
2. February 2002 NeSHPO concurs with Nebraska archeology survey identifying eight sites and concurring that one is National Register eligible, one is unknown, and six are not eligible.
3. NeSHPO concurs with standing structures survey identifying historic properties within the project area, February 2003.
4. NeSHPO concurs with standing structures effects report documenting potential adverse effects with one historic property and the bridge, August 2003.
5. FHWA, NDOR, NeSHPO, and MoDOT enter into an MOA to mitigate adverse effects in April 2005.
6. Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) signed January 2006.

L. Robert Puschendorf
November 10, 2009
Page Two

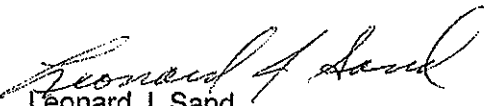
7. Supplemental standing structures survey to document shift in access road submitted with NeSHPO concurrence on no historic properties affected in March 2008.
8. Field archeology work on the Missouri side of the bridge completed by Nebraska Archeology Division with concurrence of no historic properties affected in 2008 (submitted to Missouri only).
9. MOA amended due to its expiration March 2009.
10. Currently recordation of historic properties including the bridge and one eligible house is underway and nearing completion.

These submittals document the effort and milestones involved in this project. No new adverse effects were identified through supplemental cultural resource surveys. The NeSHPO has concurred with the original adverse effect determination, the MOA and the FEIS. The project is nearing its completion with recordation of the resources according to the MOA well underway and a final draft ready for submission.

This letter is submitted to document the course of this project. The Nebraska Department of Roads requests NeSHPO concurrence with this timeline to document Section 106 compliance efforts for the Rulo Bridge undertaking.

Please call if you have any further questions regarding this information. You may reach me at 402-479-4411.

Sincerely,


Leonard J. Sand
Environmental Documents Manager
Planning and Project Development

LJS:PDV8-ZW

CONCUR


L. Robert Puschendorf, Deputy State Historic Preservation Officer

DATE 12-7-09

NEHBS/ NDOR Documentation Materials

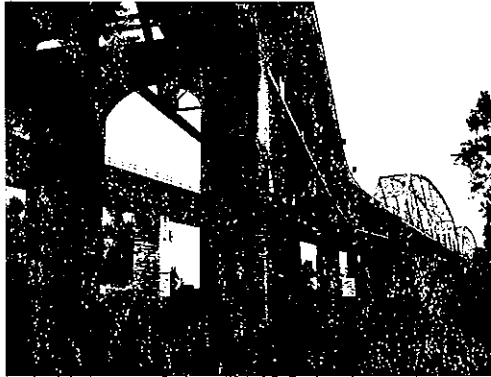
for the

Rulo Bridge

Missouri River at U.S. Highway 159
Rulo, Richardson County, Nebraska

NEHBS No. RH00-66

NDOR No. S159 01373



and

Janet Baker Residence

106 North Main Street

(Intersection US Highway 159 & Stutsman Street)

Rulo, Richardson County, Nebraska



Submitted by

Bahr Vermeer Haecker Architects

440 N 8th Street, Suite 100

Lincoln, Nebraska 68508

to the

Nebraska State Historic Preservation Office

Nebraska State Historical Society

P.O. Box 82554

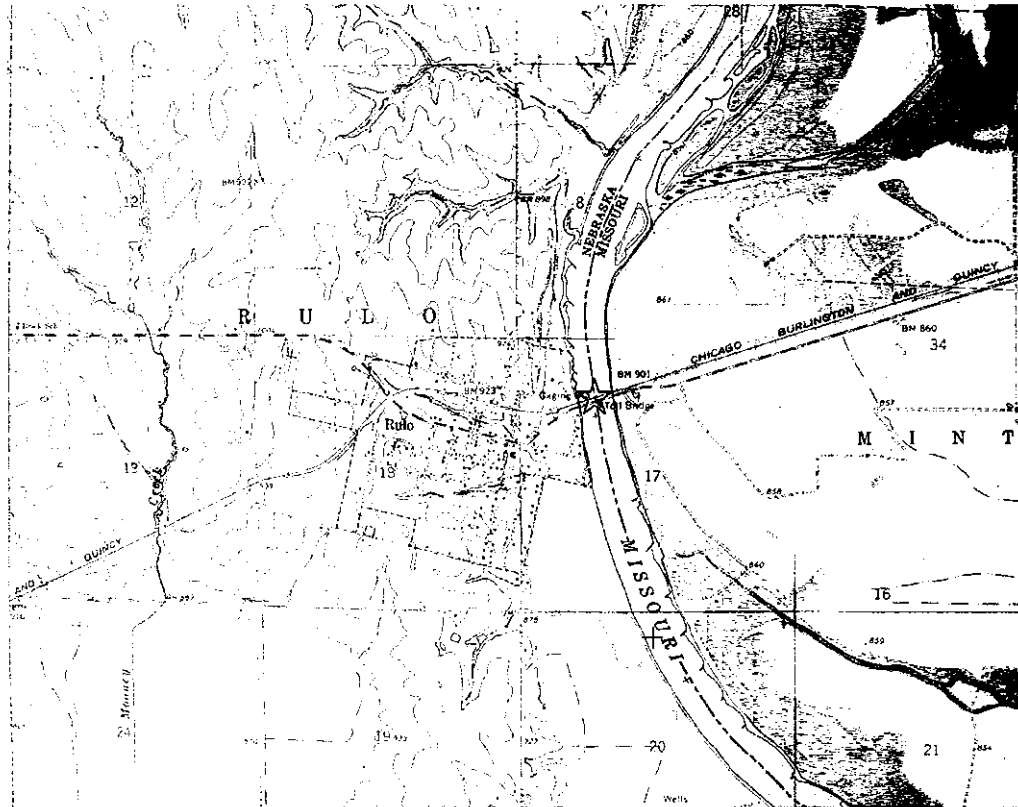
Lincoln, Nebraska 68501-2554

October 2009

Rulo Bridge

**NEHBS No. RH00-66
NDOR No. S159 01373**

Missouri River at U.S. Highway 159
Rulo
Richardson County
Nebraska



Rulo Bridge

Missouri River at U.S. Highway 159

Rulo, Nebraska, United States

UTM Coordinates from USGS 7.5 minute quadrangle map

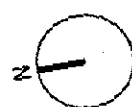
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Sketch Site Plan Drawing

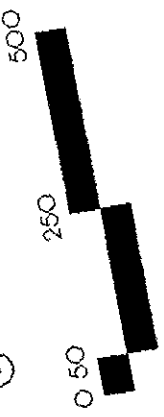
Photographs

Written Historical and Descriptive Data

**Nebraska State Historic Preservation Office
Nebraska State Historical Society
P.O. Box 82554
Lincoln, Nebraska 68501-2554**



photograph Location key



MISSOURI RIVER

MISSOURI RIVER
FLOW DIRECTION

RULO BRIDGE

BURLINGTON NORTHERN SANTA FE RAILROAD

JANET BARBER HOUSE

RULO

STUTZMAN STREET

COMMERCIAL STREET

RUSKELL STREET

W STREET

EAST STREET

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Nebraska Historic Buildings Survey

Rulo Bridge, Rulo, Nebraska

Rulo Bridge

Highway 159

Rulo

Richardson County

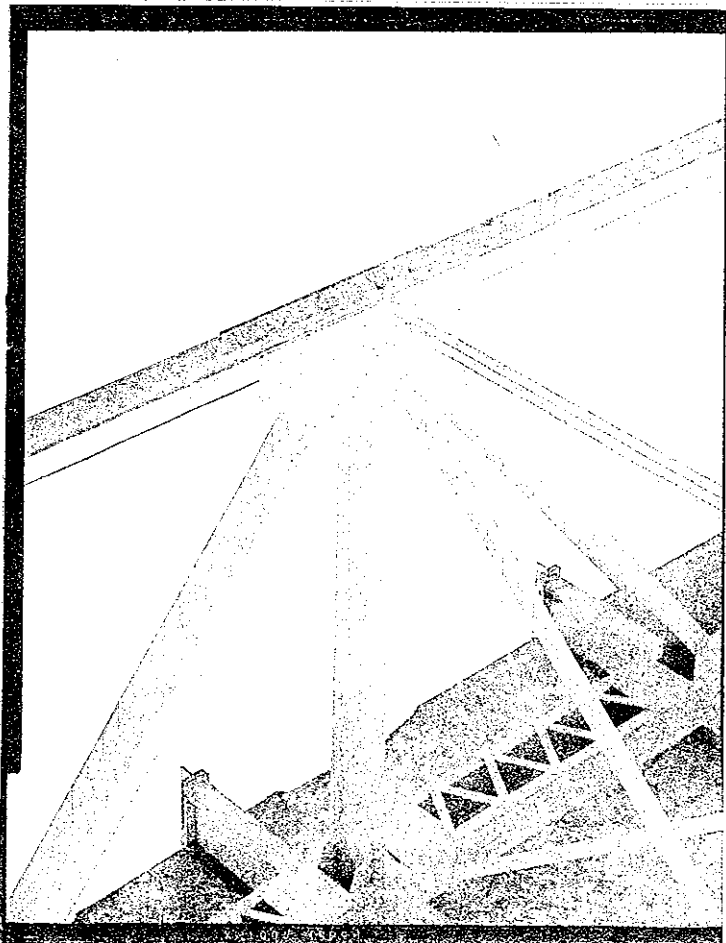
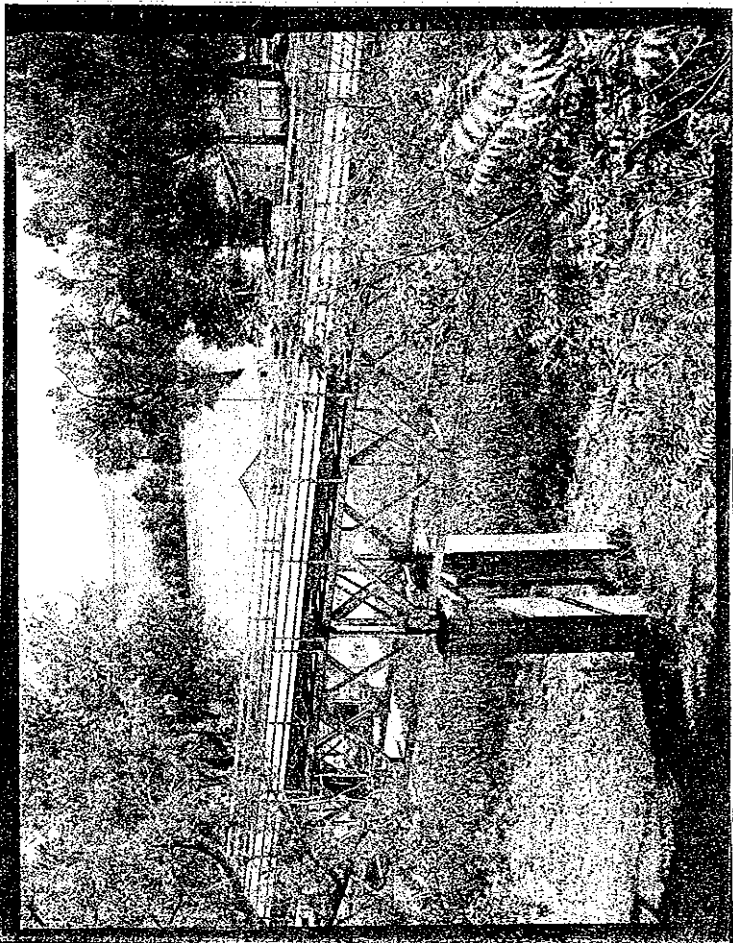
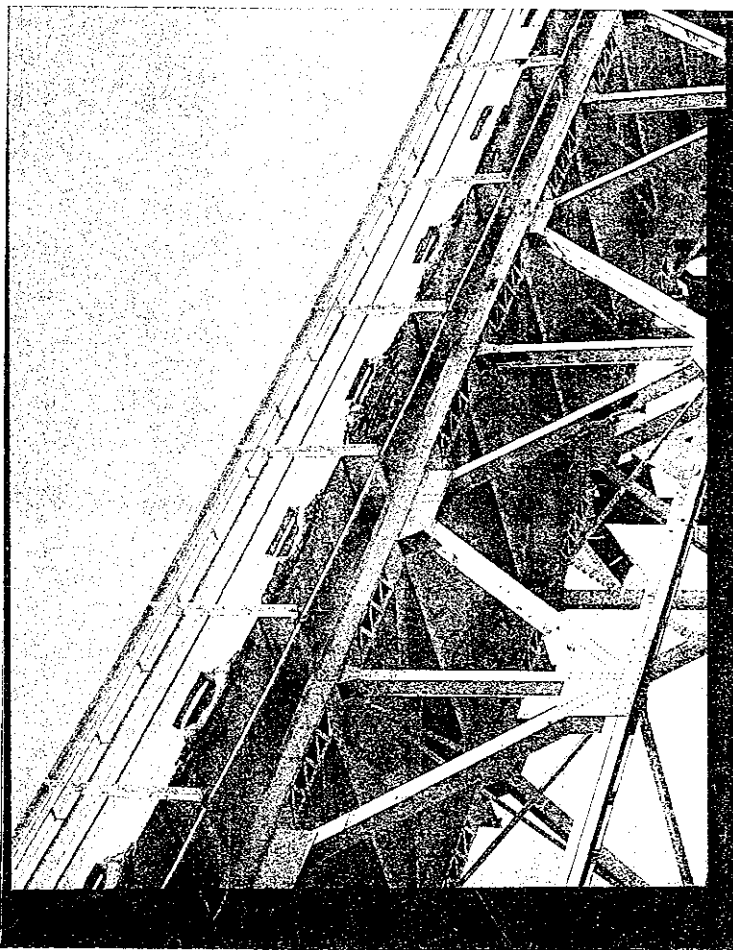
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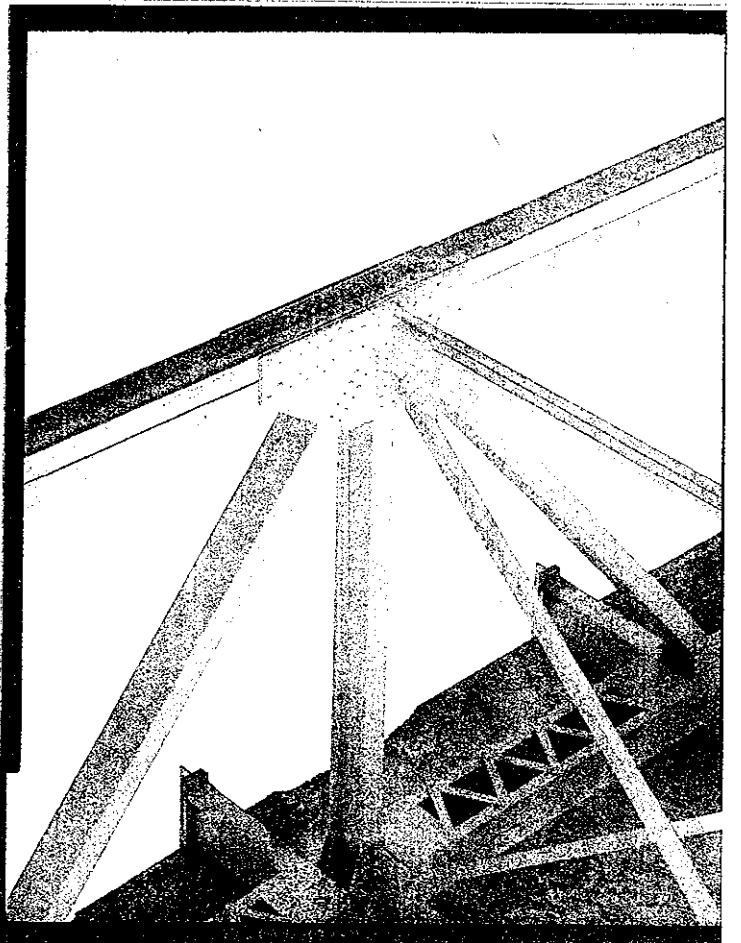
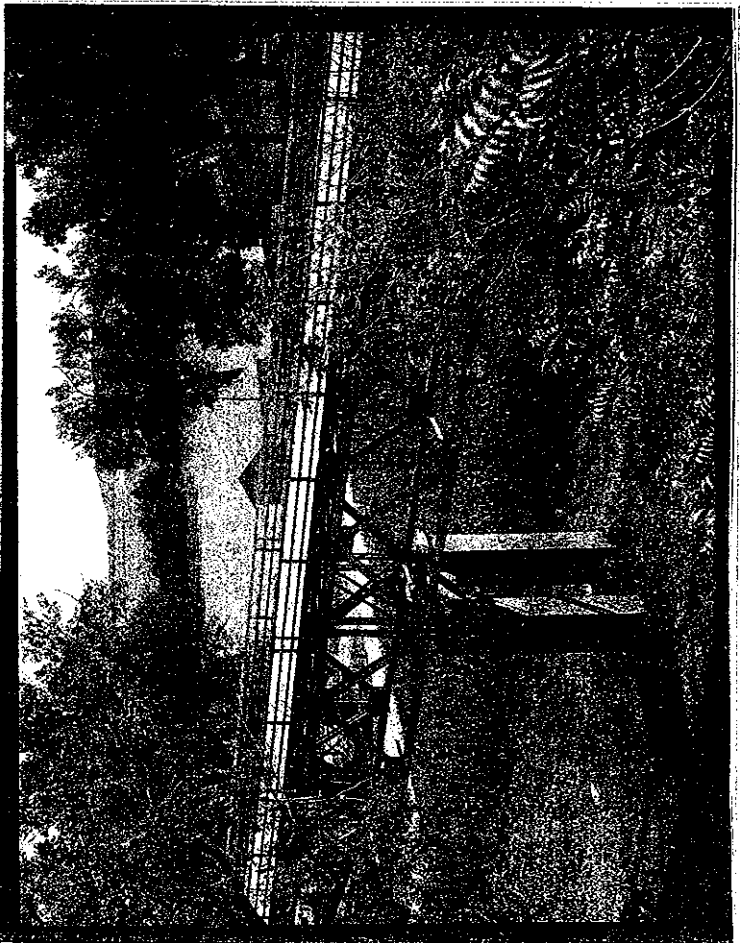
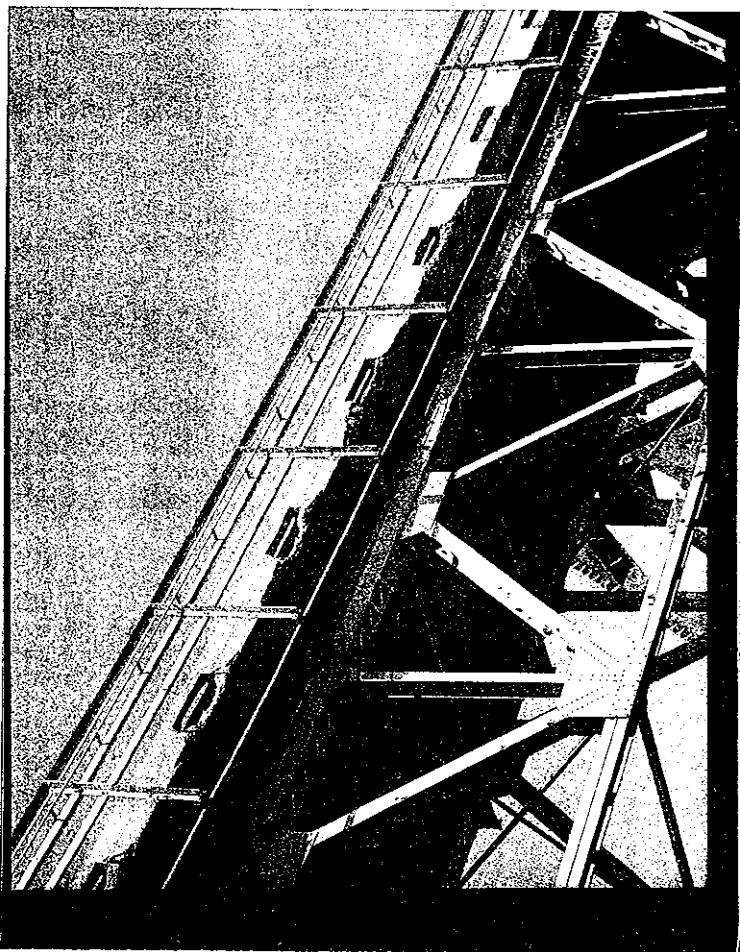
Photographer: All views, Tom Kessler, October 2009

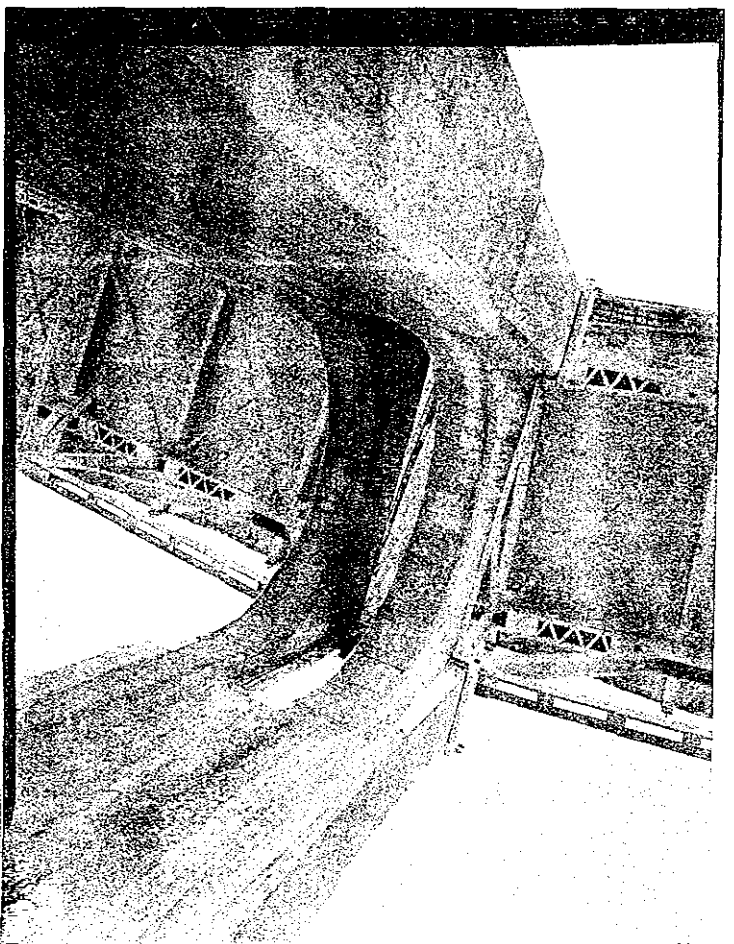
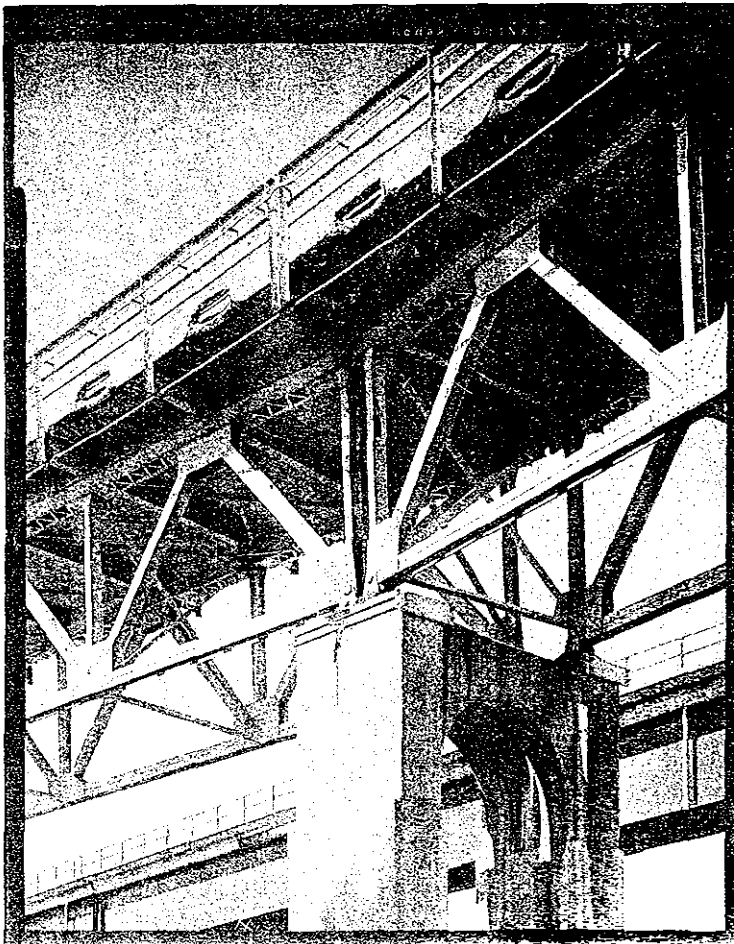
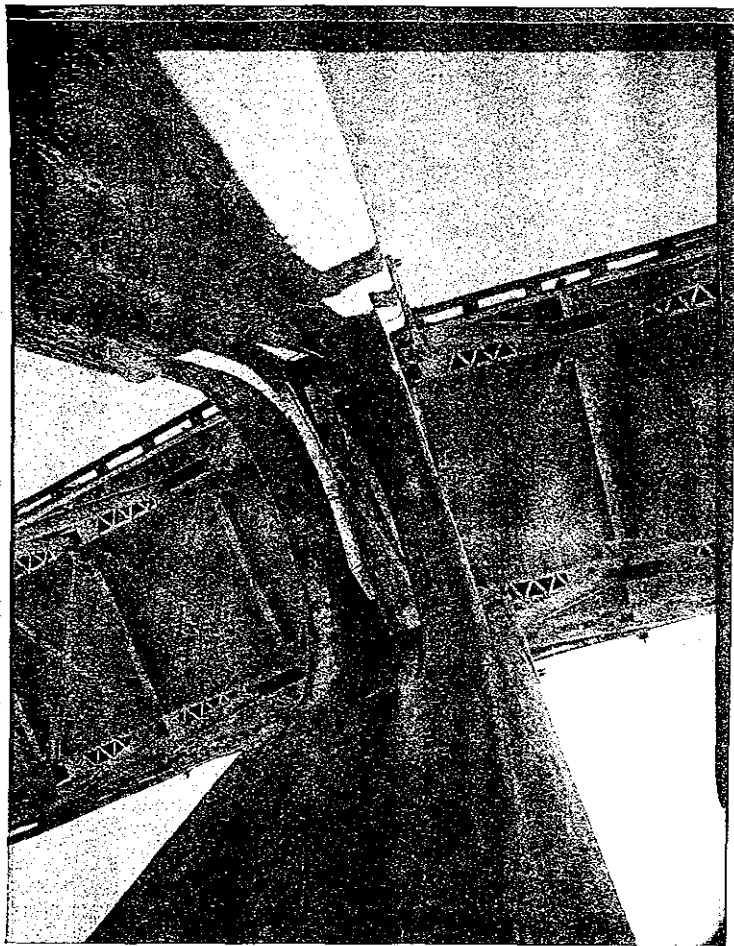
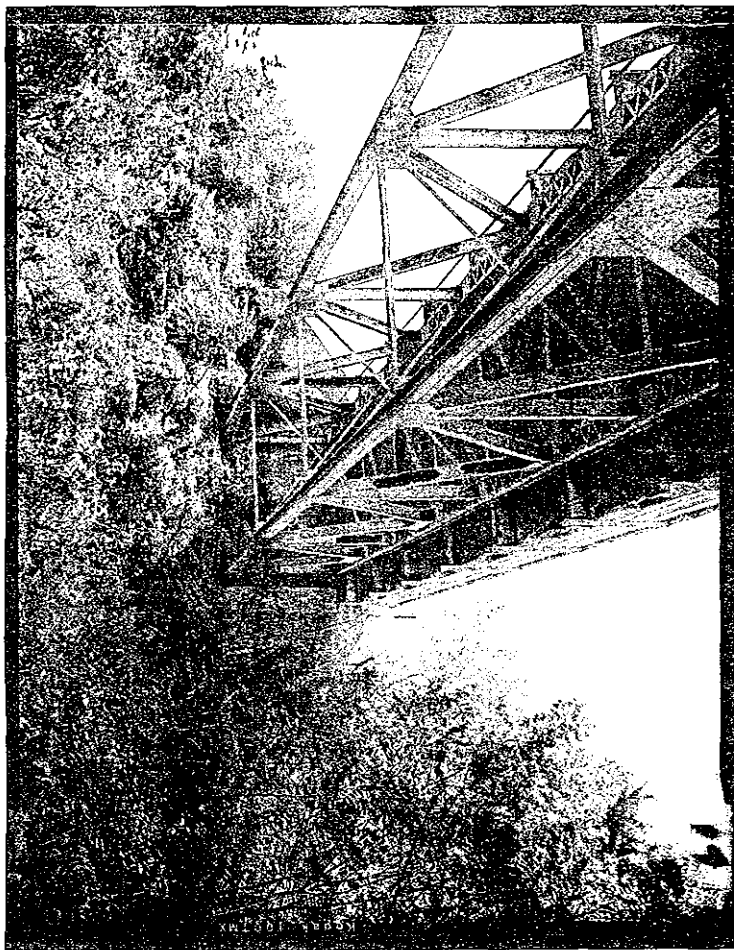
Photographs

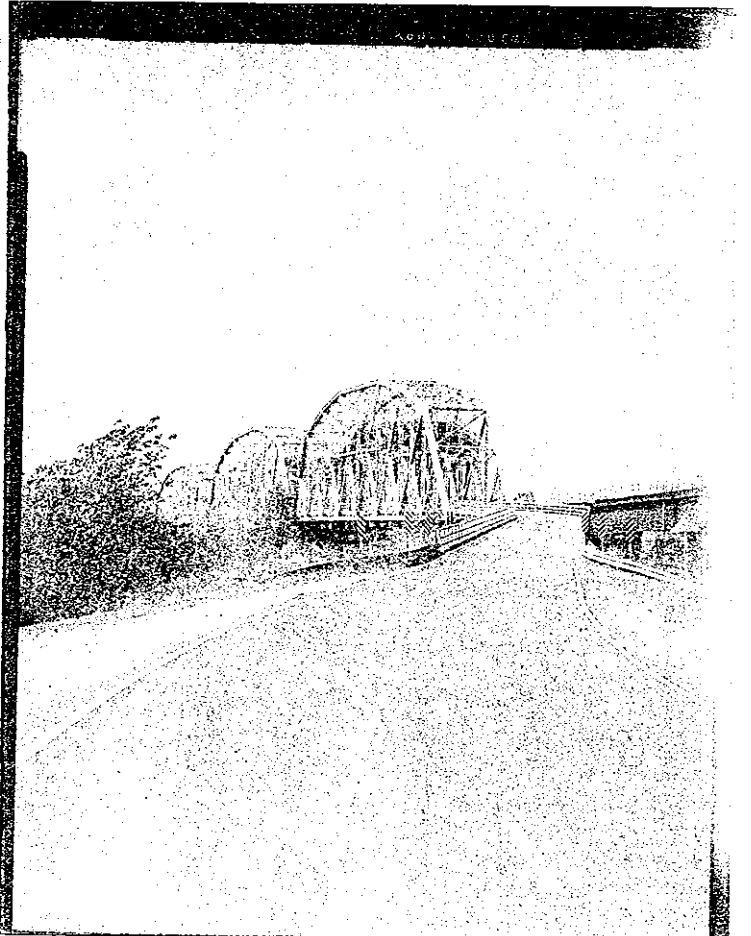
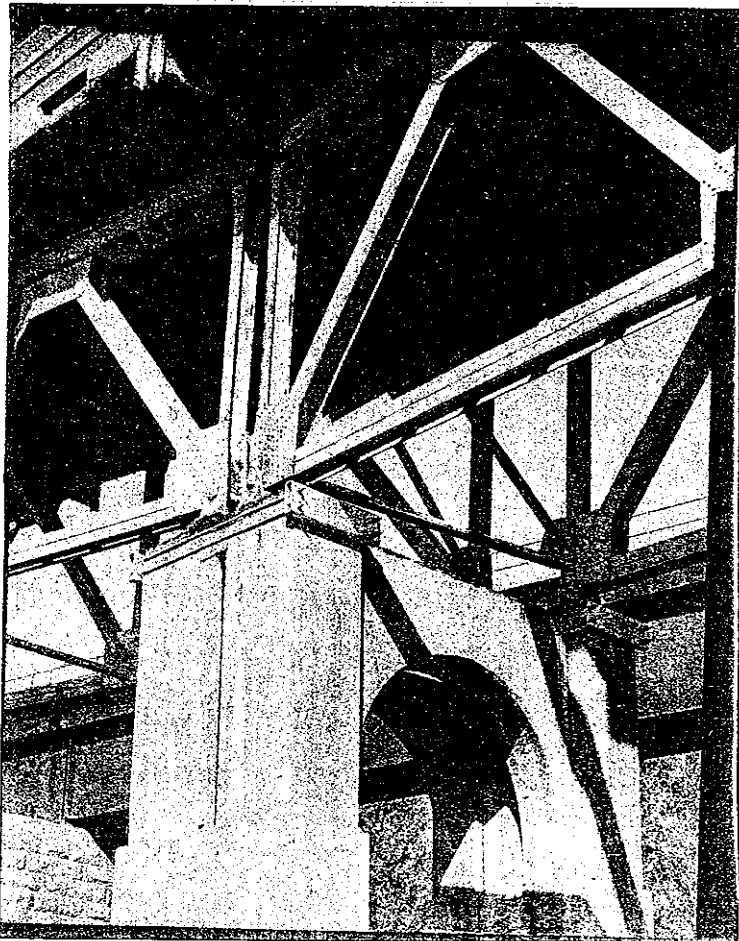
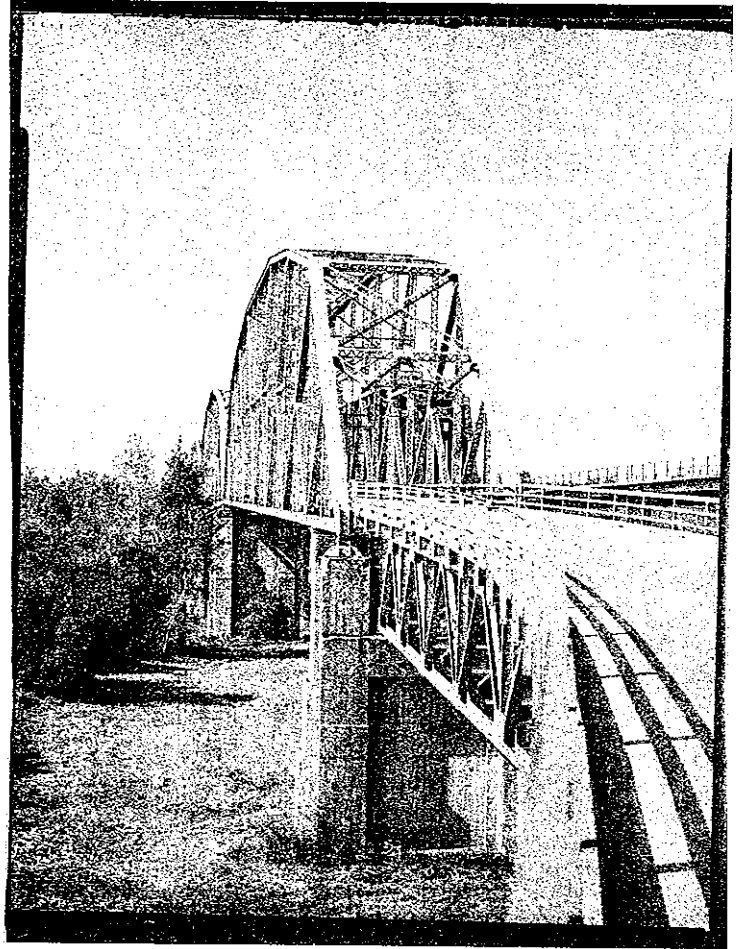
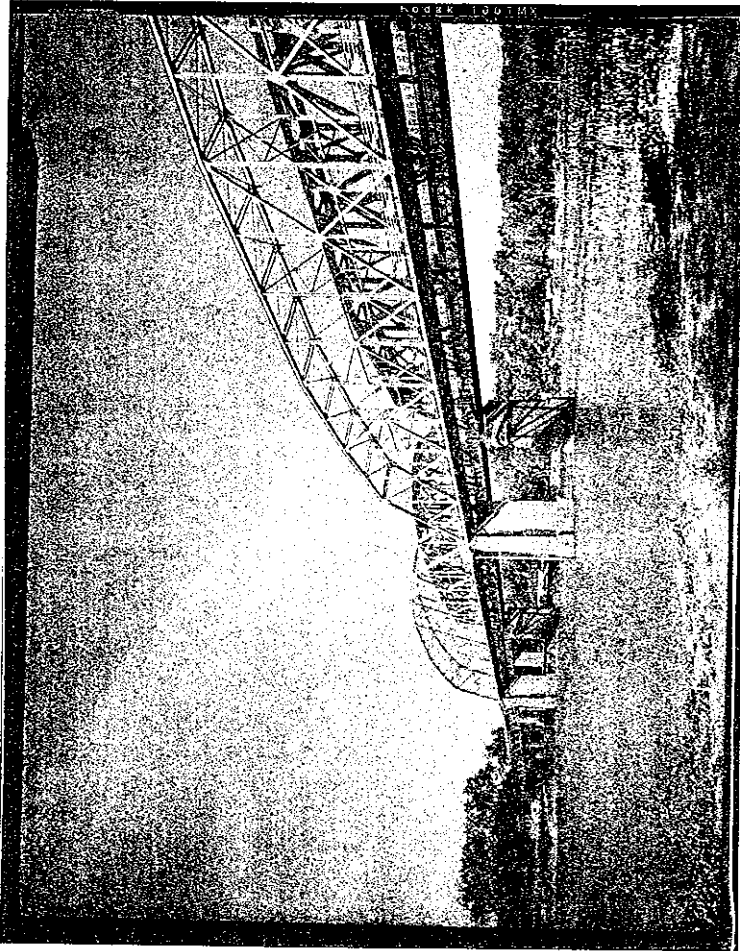
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| 01 of 24 | ^{H673.5-}
7695 | Missouri side, looking north under approach |
| 02 of 24 | 7696 | Nebraska side, looking west at abutment |
| 03 of 24 | 7697 | Nebraska side, looking south from BNR bridge |
| 04 of 24 | 7698 | Nebraska side, looking south, under truss |
| 05 of 24 | 7699 | Nebraska side, looking up under pier |
| 06 of 24 | 7700 | Nebraska side, looking up under pier |
| 07 of 24 | 7701 | Nebraska side, looking west at abutment |
| 08 of 24 | 7702 | Nebraska side, looking north at pier |
| 09 of 24 | 7703 | Missouri side, looking north |
| 10 of 24 | 7704 | Missouri side, looking west |
| 11 of 24 | 7705 | Missouri side, looking north |
| 12 of 24 | 7706 | Missouri side, looking west |
| 13 of 24 | 7707 | Nebraska side, looking north |
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| 15 of 24 | 7709 | Nebraska side, looking east |
| 16 of 24 | 7710 | Nebraska side, looking east |

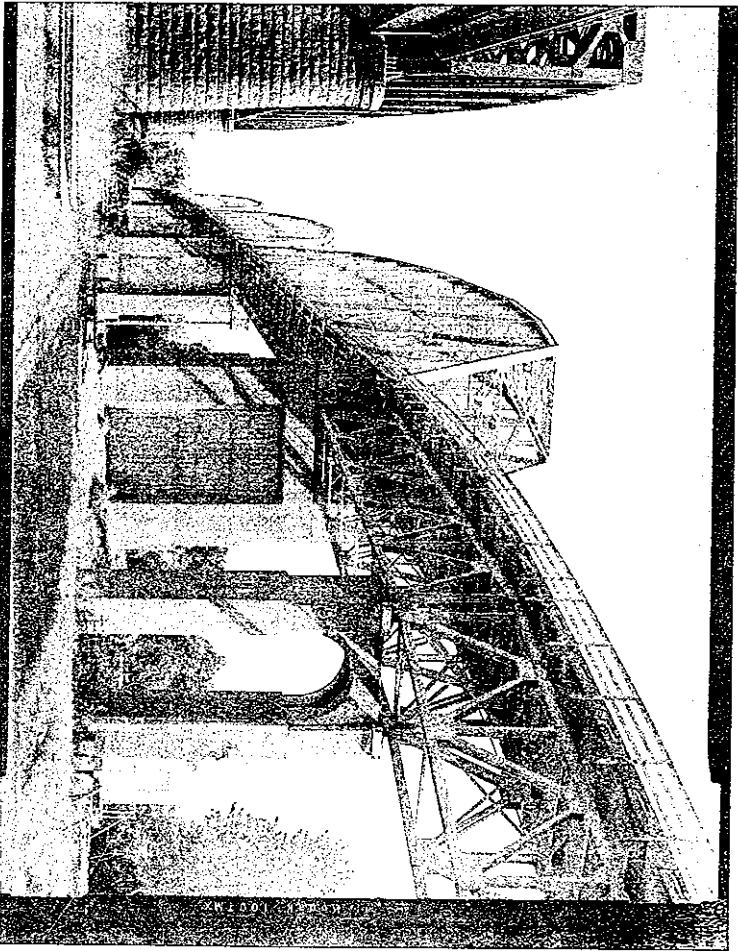
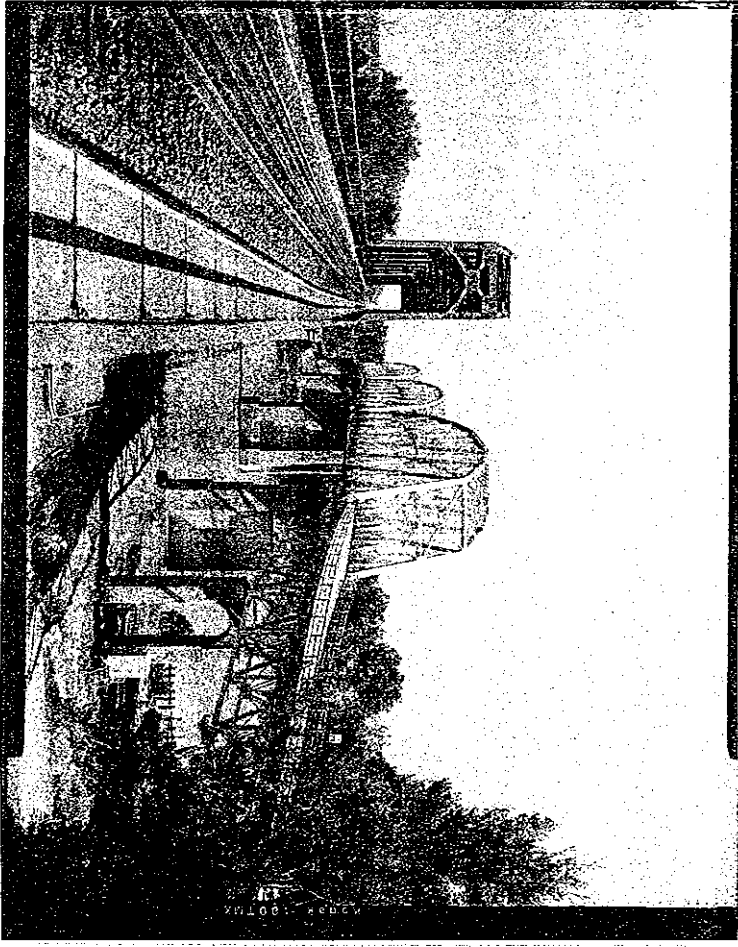
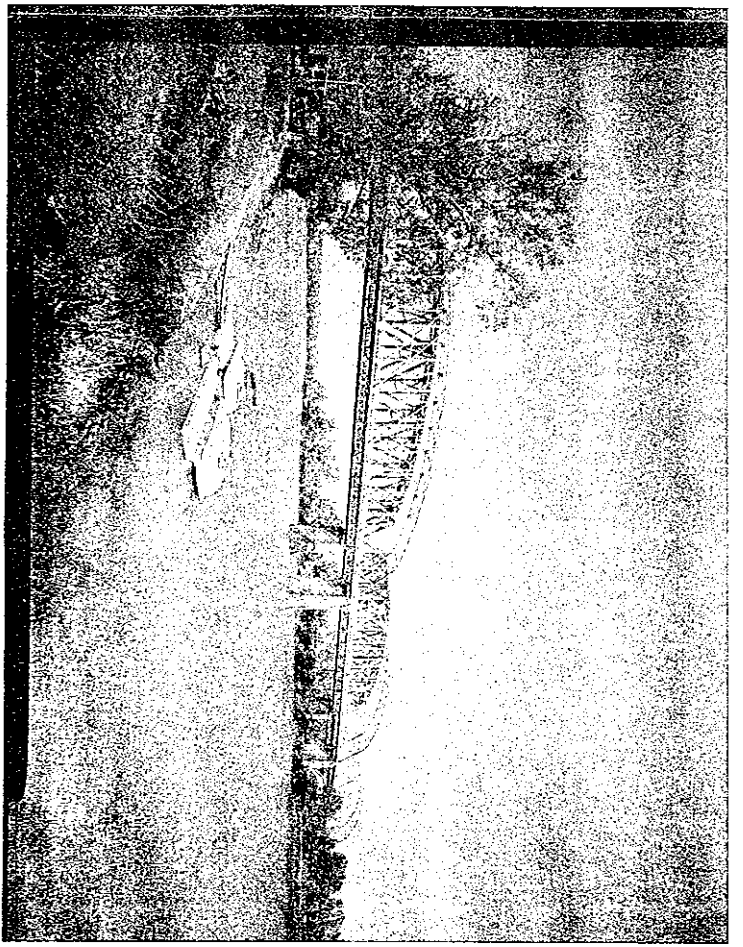
17 of 24	7711	Missouri side, looking west
18 of 24	7712	Missouri side, looking west
19 of 24	7713	Missouri side, looking east under approach
20 of 24	7714	Missouri side, looking west

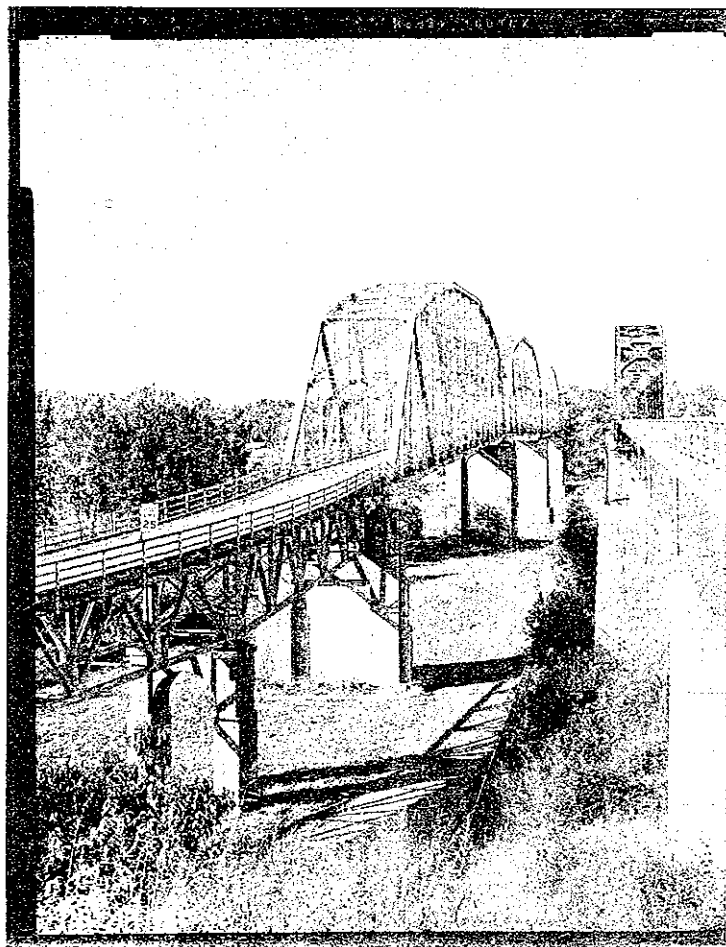
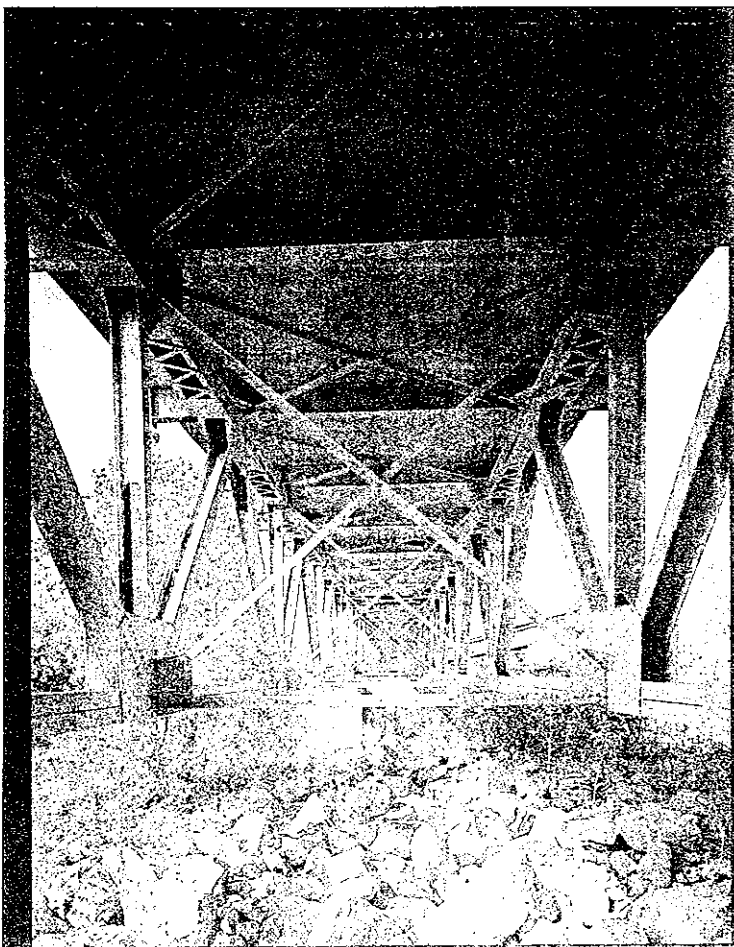
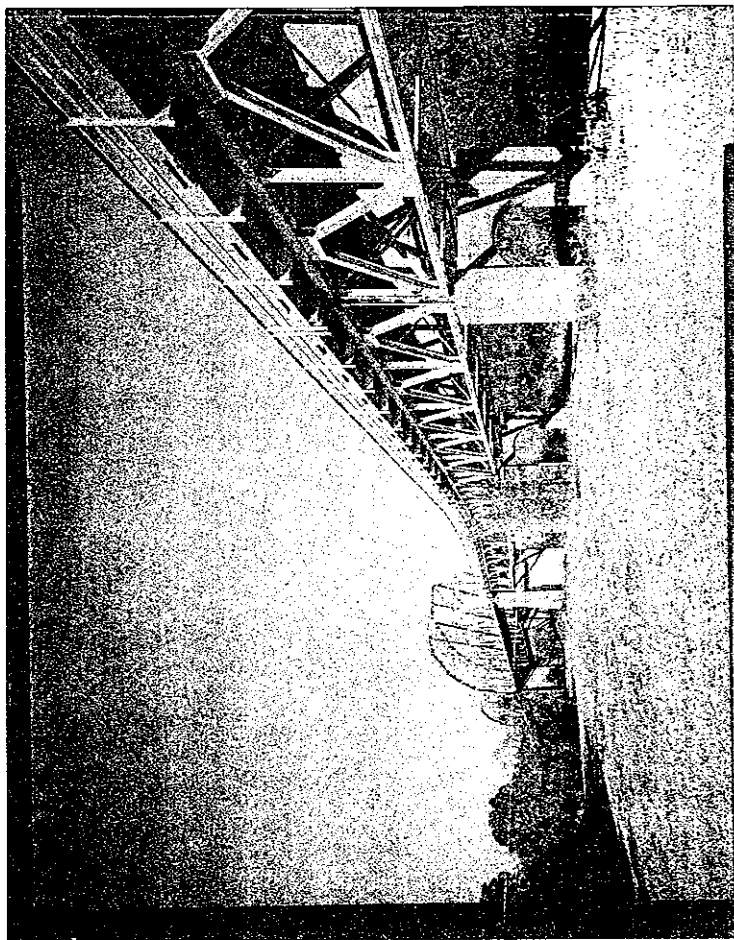












**Nebraska Historic Buildings Survey
Nebraska Department of Roads**

**Rulo Bridge
(Missouri River Bridge)
Rulo, Nebraska**

**NEHBS No. RH00-66
NDOR No. S159 01373**

Location

Missouri River at U.S. Highway 159, Richardson County, Nebraska, and Holt County, Missouri.

Significance

The Rulo Bridge was constructed from 1938 to 1939 across the Missouri River, connecting the small Nebraska town of Rulo to Holt County in the state of Missouri. The Rulo Bridge is on Highway 159, a 14 mile stretch of road from the Kansas/ Nebraska border south of Falls City to the Missouri side of the river. The narrow two lane bridge remains virtually unaltered, other than occasional repair, since completion of construction. With its three main spans each of 376 feet, the Rulo Bridge is one of the longest trusses in Nebraska and is an excellent example early 20th century large scale bridge construction in the state. It stands adjacent to the Burlington Railroad Bridge, a steel, cast iron and wrought iron through truss bridge that was built from 1885 to 1889.

The motivation for the construction of the bridge was driven by the desire for the commercial growth of Falls City, the seat of Richardson County and largest commercial center in the area, located approximately ten miles west of Rulo. At the time, a toll ferry serviced the Rulo crossing, beginning in 1861.

Description

The Rulo Bridge is of steel construction on concrete piers, with three 16-panel riveted Pennsylvania Through Truss spans. The Pennsylvania Truss was developed by the Pennsylvania Railroad in the 1870's, and is a variation of the Pratt Truss, the most common truss type used in the United States, with an inclined top chord and sub-struts and sub-ties to transfer stresses, allowing it to be longer than the typical Pratt Truss. Being a through truss refers to the route of travel is actually through the truss structure, rather than being below the bridge deck. The east (Missouri) approach to the bridge and the west (Nebraska) approach consists of five Warren Truss spans, each of 100 feet.

Warren Trusses consist of longitudinal members joined by angled cross members. These trusses are below the deck, therefore, not being "through".

The abutments and wing-walls are constructed of concrete. Concrete two-legged piers are located at the connections of the Pennsylvania Trusses and channel piers are located at the connections of the Warren Trusses and at the connections of the Warren Trusses to the Pennsylvania Trusses. Each leg are 4' x 6' at their base, spaced ten feet apart. These concrete features contain Art Deco streamlined detailing, typical of the period.

The channel piers are solid with a central flat concrete panel which fills the space between the piers that adds lateral stability to the bridge support system.

The 20 feet wide deck of the bridge is concrete over I-beam transverse joists which rest on I-beam stringers. The upper chord consists of back to back channels with a cover plate and double lacing. The lower chord contains face-to-face channels with top and bottom battens. The vertical steel members of the bridge structure are built-up I-beams to the level of longitudinal and horizontal bracing above, composed over four angles, tied by lacing. The Hip verticals are built-up I-beams. The diagonals are face-to-face channels with lacing diagonals tying second lower panel point from end to top of hip is built-up I-beam.

The portals are comprised of intermediate transverse strut and diagonal bracing below, composed of four angles tied with lacing. All other members consist of two angles tied with lacing. The sway bracing are overhead struts composed of four angles tied with lacing. All other members are single angle sections. The top laterals are cross-braced members composed of two angles tied by lacing. The floor beams are I-beams riveted by means of gussets to the lower chord. The bottom laterals are cross-braced members composed of back-to-back angles. The railing is composed of channel and angle-section rails riveted to double-angle section posts.

On the Missouri side, the third and fourth piers east of the main trusses have been modified where additional concrete has been placed around the top of the piers-most likely to help strengthen or repair deteriorated concrete at these locations.

All steel members are painted with a silver paint. The concrete roadway is severely deteriorated especially at scupper areas. All concrete piers at the elevated approach road section have been retrofitted at the top truss bearing areas with steel straps and turn buckles-apparently to hold together the concrete tops that have experienced severe spalling and cracking. All piers have localized areas of cracking both vertical and horizontal and areas of spalling concrete besides the deterioration noted at the tops of the piers.

At the Nebraska approach to the bridge, earth slopes away at the sides of the roadway and is retained by a large concrete retaining wall at the truss/embankment junction. At

the south end of the elevated roadway is the embankment and earth supported roadway section. The site is covered by scrub vegetation and volunteer trees including cottonwood seedlings.

The concrete embankment retaining wall has an engage concrete pier and haunch system which supports the elevated road trusses. The retaining wall tapers downward following the grade of the earthen retainage behind.

Ash Street continues north under the elevated roadway section of the bridge and curves slightly to the west. Along either side of Ash Street are several houses and cabins.

The approach road on the Missouri side of the river has pronounced curve to the north and then west as the highway merges with the bridge approach embankment. The site directly south of the approach road and elevated road section is composed of a large cornfield and a private camping/recreation area directly adjacent to the river. The site directly north of the approach road and elevated road section is composed of scrub trees and vegetation along with the Burlington Northern Railroad (BNRR) Bridge embankments/piers.

At the bottom of the approach road embankment are turn off's to two small gravel access roads. One road leads to the corn fields on the south of the bridge and the other leads to the north side of the bridge. This northern road leads to the underside of the bridge, to the river's edge and the private camping area as well as to other fields located north of the BNRR Bridge. This northern road appears to have been recently covered with crushed rock.

Camping grounds located south of the bridge contain no permanent structures. The camping grounds have been cleared of undergrowth and vegetation up to the river's edge. The area north of the bridge including the BNRR is covered in scrub brush and trees, brome grass and weeds.

History

A group led by John C. Mullen of Falls City secured permission from the United States Congress to construct and operate a toll bridge across the Missouri River at Rulo. By this time the group engaged the services of the engineering firm of Harrington and Cortelyou of Kansas City, Missouri to prepare the construction documents for the bridge. These plans were approved by the War Department on May 29, 1933. Mullen approached the Richardson County Board on February 14th, 1934, offering to hand over the County "all his rights, interests, contracts, and franchises which he possesses for the construction of a vehicular traffic bridge at Rulo".¹ The offer was accepted with one significant caveat, that the bridge, estimated to cost between \$700,000 and \$800,000, would be built at no cost to the County. Mullen suggested that the County apply for a federal grant and loan. The County Board stipulated that the loan would be repaid

1. County Clerk Minutes, Richardson County Board

through bridge tolls at no expense to the County. The County clerk noted in his minutes that the county could:

"obtain a grant from the Reconstruction Finance Corporation of the Federal Government to build such a bridge, in the amount of about \$800,000, of which thirty percent of the portion thereof that is expended for labor and material would...be an outright gift, the balance to be repaid with interest at the rate of four percent per annum...It being the understanding that the Reconstruction Finance Corporation would approve the issuing of such bonds as debenture bonds only, the same to be retired from revenue from the use of such bridge so that the County of Richardson would not be subject to any deficiency judgement (sic) in the case that such bridge does not pay out."

Negotiations moved slowly until September of 1938 when the Public Works Administration (PWA) agreed to grant \$326,250 toward the construction of the bridge plus \$435,000 worth of bonds (the PWA was an integral component of President Roosevelt's "New Deal" by offering grants and loans for public projects across the nation). The bonds were to be repaid through bridge revenue, namely tolls. The board entered into a contract with the Kansas City engineering firm of Harrington & Cortelyou, Inc. , (founded in 1928 and still in practice) to design the bridge and supervise its construction, for the fee of six percent of the cost of construction. The call for bids was called on October 7 of that year, stipulating that no bid was to exceed \$625,000, and that "the structure comprises, from west to east, 815 ft. of graded approach, five steel deck truss spans, each 100 ft. long, three steel through truss spans, each 376.5 ft. long, 5 steel deck truss spans, each 100 ft. long and 352 ft. of graded approach. A concrete floor slab is provided on all truss spans and concrete paving on the graded approaches."

Eleven bids for the construction were opened on November 7th, 1938 and the winning bidder was the joint proposal by the Kansas City Bridge Company and the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, the low bid being \$599,425.35. This was concurrent with the Great Depression, so a requirement by the county was to hire as many local residents as possible. Construction started immediately and the bridge was complete by the following November. The Richardson County Board officially accepted the toll bridge on April 2nd, 1940. The total cost of construction for the bridge was \$651,296.01.

Since opening, the bridge has required a minimal need for repair with two exceptions. It was noted in County Clerk Minutes in 1945 that the bridge was in need of painting, and that this need was probably a result of a shortage of paint during the war years. Also at this time, it was noted that the east approach had settled, causing the earthen retaining wall to lean and exert pressure against the westernmost Warren Truss. This was apparently remedied later that same decade.

In October of 1966, Richardson County informed the States of Missouri and Nebraska that "there appears at this time (to be)...sufficient funds available for a premature retirement of the (construction) bonds on or before October 1, 1967." Tolls would no longer be necessary to pay for the construction of the bridge but would be sustained for the maintenance of the bridge. Interstate 29 was under construction at the time and an access road was planned to connect to the bridge. The board urged the states to assume ownership and make the Rulo Bridge toll-free for the benefit of the local residents. Prior to the transfer of ownership, Richardson contracted with the Capital Bridge Company to repair and waterproof the concrete deck, according to plans produced by the State of Nebraska at a cost of \$14,775.00. To celebrate the transfer of ownership, Richardson County declared May 15th and June 19th of 1969 as "free bridge" days, being toll free for those days, and Missouri and Nebraska assumed ownership of the bridge on June 24 of that year.

The bridge was listed on the National Register of Historic Places on January 4, 1993.

Author

Greg Munn, Historical Architect Intern, Bahr Vermeer Haecker Architects, October 2009

Sources

Edwards, Lewis C. History of Richardson County Nebraska: Its People, Industries and Institutions. Indianapolis, Indiana: B.F. Bowen and Company, Inc., 1917.

Harrington and Cortelyou, "Missouri River Bridge at Rulo." Microfilm copy, general plan and elevation, c. 1938, at Bridge Division, Nebraska Department of Roads, Lincoln, Nebraska.

Missouri Department of Natural Resources, Holt County National Register Listings, Rulo Bridge, 1993.

National Register of Historic Places, Multiple Property Documentation Form, Highway Bridges in Nebraska 1870-1942, 1992.

National Register of Historic Places, Registration Form, Rulo Bridge, NEHBS Number RH00-66, 1992.

Nebraska department of Roads, History of NDOR,
<http://www.dor.state.ne.us/history/index.htm>

Potter, James E. and L. Robert Puschendorf, editors. Spans in Time: A History of Nebraska Bridges. Lincoln, Nebraska: Nebraska State Historical Society and the Nebraska Department of Roads, 1999.

Richardson County Historical Society, Falls City, Nebraska.

0201-003-01

Dolberg, Jill

RH00-066

From: Puschendorf, Lea R Jr
Sent: Thursday, June 25, 2009 8:27 AM
To: Dolberg, Jill
Subject: FW: Janet Barber Residence/Rulo Bridge

FYI on the Brownville Bridge. I'll update you. I keep hearing about this from Melissa Dirr and it is getting muddled up. Per my earlier email, I'm going to contact Melissa M. at FHWA and get this resolved (with or without Melissa D.)!

PLEASE NOTE MY NEW EMAIL ADDRESS

Bob Puschendorf, Associate Director
Deputy State Historic Preservation Officer
Nebraska State Historical Society
1500 R Street, P.O. Box 82554
Lincoln, NE 68501
Visit our offices:
Lincoln Children's Museum
15th and P Streets
Voice (402) 471-4769
FAX (402) 471-3316
bob.puschendorf@nebraska.gov

"The Nebraska State Historical Society Collects, Preserves, and Opens to All, the Histories We Share"

From: Puschendorf, Lea R Jr
Sent: Tuesday, June 23, 2009 3:44 PM
To: Dirr, Melissa
Subject: RE: Janet Barber Residence

CONFIDENTIAL: do not release to NDOR or FHWA until we have talked some more. But...
How 'bout these thoughts? IF FHWA does not accept our earlier opinion, they have total purview to question it. Regarding the Barber house, if marketing it and moving it is an option that should be reconsidered, then we need to cite the guidelines "Moving Historic Properties" as a baseline for its new setting, etc. We would not require a covenant on the property, since it would likely be ineligible for the National Register if moved. We just can't say. I think that reconsidering the status of the house would have to put the ball back into an "adverse effect."

PLEASE NOTE MY NEW EMAIL ADDRESS

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"The Nebraska State Historical Society Collects, Preserves, and Opens to All, the Histories We Share"

From: Dirr, Melissa

6/25/2009

Sent: Tuesday, June 23, 2009 3:36 PM
To: Puschendorf, Lea R Jr
Subject: FW: Janet Barber Residence

Bob,

Here is the email from FHWA with their questions regarding the MOA for the Rulo Bridge.

I have some recommendations for a response. If you are interested in them please let me know.

Thanks!
 Melissa

From: melissa.maiefski@dot.gov [mailto:melissa.maiefski@dot.gov]
Sent: Monday, June 15, 2009 4:36 PM
To: Porter, Sara
Cc: Dirr, Melissa; Sand, Len; Veys, Cindy; sue.jennings@dot.gov; Kirk.Fredrichs@dot.gov; Victoria.Peters@dot.gov
Subject: RE: Janet Barber Residence

Hello, that's fine. To start, FHWA needs NDOR to provide written documentation that there is really no feasible or prudent alternative other than to "take" this register-eligible property. Basically I need written justification as to why there are no avoidance alternatives available for the property from NDOR. The records and environmental documentation I've checked so far at FHWA lack this information.

According to the environmental documentation, the house needs to be offered for sale for relocation. As I mentioned on the phone, the sale would need to stipulate that the building would not be demolished by the purchaser or used for "scrap". FHWA needs to know if there would need to be any sort of deed restrictions on the house to prevent an adverse effect in the event it is sold for relocation, from SHPO's perspective. In addition, FHWA needs to know if SHPO would consider a relocation of the property in itself to be an adverse affect.

Also, I need NDOR to check through their project files to see if there is any documentation of the Section 4(f) analysis being reviewed or approved above the FHWA Nebraska Division level. I also can't find such documentation. On the surface, based on what I've seen so far, this action doesn't appear to meet the criteria of DeMinimis or a Programmatic Section 4(f) so I'm trying to figure out the approval chain and if there is missing documentation. At this point I need more information to figure out where we stand with this property.
 Thanks

From: Porter, Sara [mailto:Sara.Porter@nebraska.gov]
Sent: Monday, June 15, 2009 3:55 PM
To: Maiefski, Melissa (FHWA)
Cc: Dirr, Melissa; Sand, Len
Subject: Janet Barber Residence

Hi Melissa,

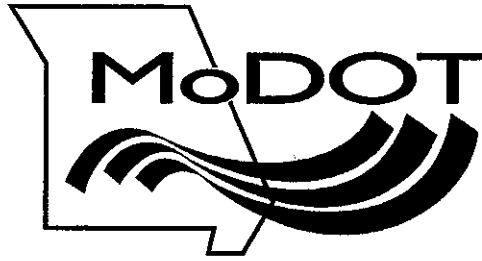
After we spoke about the restrictions of the relocation of the Janet Barber residence if it is purchased after advertisement, I contacted Melissa Dirr. It was concluded that any questions, concerns, or opinions dealing with this historic property should come directly from FHWA to the Nebraska State Historic Preservation Office (NeSHPO) in an email or letter. This way there is a question in writing for the NeSHPO to respond to.

If you have any questions please let me know.

Thank you,

6/25/2009

Missouri
Department
of Transportation



Pete K. Rahn, Director

file

601 West Main Street
P.O. Box 270
Jefferson City, MO 65102
(573) 751-3597
Fax (573) 526-1300
www.modot.state.mo.us

April 3, 2009

Mr. Mark A. Miles
Director SHPO
MDNR/DSP
P.O. Box 176
Jefferson City, MO 65102

RECEIVED

APR - 3 2009

STATE HISTORIC PRESERVATION OFFICE
NEBRASKA STATE HISTORICAL SOCIETY

Dear Mr. Miles:

Subject: Design
Route 136, Atchison County
MoDOT Job No. J1P2161
Rehabilitate Bridge L0098 over Missouri River at Brownville
Section 106 Bridge Evaluation

0201-003-01

RH00-066

We are forwarding to the staff of the State Historic Preservation Office (SHPO) maps, photographs, and a brief memo for the above referenced project. MoDOT staff has determined that no archaeological sites or significant buildings will be affected by the project, as all work will be done on existing right-of-way. However, rehabilitation of Bridge L0098 over the Missouri River will have an "adverse effect" on the structure, which is listed on the National Register of Historic Places, and a Memorandum of Agreement for mitigation will be done in consultation with your office. We request the SHPO's concurrence with these recommendations.

If you have questions, please contact Randall Dawdy, at 573.526.3591, or email at: randall.dawdy@modot.mo.gov. Thank you.

Sincerely,

Robert L. Reeder
Historic Preservation Manager

rd

Copies: Mr. Mark Templeton-MDNR
Ms. Peggy Casey-FHWA
Mr. Dennis Heckman-br
Mr. Robert B. Green-de
Mr. Don Wichern-lao
Mr. Leonard Sand-NDOR
Ms. Melissa Dirr-NESHPO
Mr. Randy Dawdy-de

AMENDMENT TO THE
MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION
AND THE NEBRASKA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE U.S. 159 MISSOURI RIVER CROSSING AT RULO, NEBRASKA
BR-159-7(105) CN 12381

WHEREAS, the Federal Highway Administration (FHWA), the Nebraska State Historic Preservation Officer (NeSHPO), the Nebraska Department of Roads (NDOR), the Missouri State Historic Preservation Officer (MoSHPO), and the Missouri Department of Transportation (MoDOT) have entered into a Memorandum of Agreement (MOA) regarding the above referenced project; and,

WHEREAS, all above referenced signatories fully intend to complete the stipulations agreed upon in the MOA; and,

WHEREAS, the MOA expired in April 2008 after a three-year term; and,

WHEREAS, All signatories to the original document agree to carry out the measures as stipulated in the agreement dated April 2005; and,

WHEREAS, All signatories agree to extend the terms of the agreement for another five years or through the last day of the year 2014; and,

WHEREAS, Stipulation 6 of the MOA shall now read that any signatory to the MOA may request that FHWA report on project status at any time. FHWA and NDOR shall jointly complete this reporting; and,

WHEREAS, NeSHPO, NDOR, and FHWA agree to waive the marketing requirement for this bridge. All signatories recognize the high improbability of potential reuse for this bridge given the nature of its location, size, scale, and structure.

SIGNATORIES:

Federal Highway Administration

BY: _____

DATE: 3/9/2009

Nebraska State Historic Preservation Officer

BY: _____

DATE: 2/17/09

Concurring Parties:

Nebraska Department of Roads

BY: _____

DATE: 2/20/09

Missouri Department of Transportation

BY: _____

DATE: 3-18-09

Missouri State Historic Preservation Officer

BY: _____

DATE: 3/17/09

APPROVED AS TO FORM:


Commission Counsel

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

March 30, 2009

Robert L. Reeder
Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Re: Route 159 Job No. J1P0777 (FHWA) Holt County, Missouri

Dear Dr. Reeder:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

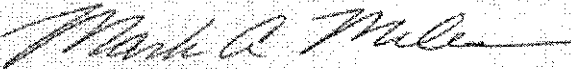
We have reviewed the Section 106 Survey Memo entitled *Phase I Cultural Resources Survey, Replacement of the Missouri River Bridge at Rulo, Nebraska, MoDOT Job No. J1P0777*. Based on this review it is evident that a thorough and adequate cultural resources survey has been conducted of the Missouri component of the project area, and that there are no historic properties present within the survey area.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Judith Deel at 573/751-7862. Please be sure to include the SHPO Log Number (005-HO-09) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

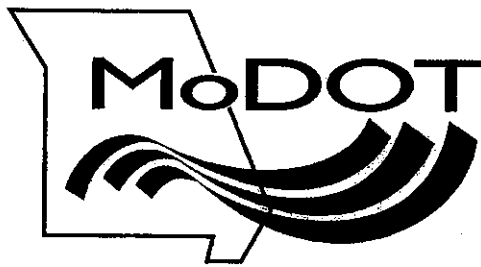


Mark A. Miles
Director and Deputy
State Historic Preservation Officer

MAM:jd

c Peggy Casey, FHWA
Jane Beetern, DNR/OD

Missouri
Department
of Transportation



105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

Pete K. Rahn, Director



2007 Missouri Quality Award Winner

March 20, 2009

Mr. Mark Miles, Director SHPO
MDNR/DSP
P. O. Box 176
Jefferson City, MO 65102

Dear Mr. Miles:

Subject: Design

Route 159, Holt County

Job No. J1P0777

Replace the bridge over the Missouri River at Rulo, Nebraska. Nebraska is the lead state and the project will be awarded by the Nebraska Department of Roads

Transmission of Phase I Survey Report

Please find attached two copies (one in .PDF format) of a Section 106 memo detailing the results of the above referenced project. No archaeological sites or buildings in Missouri will be impacted by this project. The river bridge is listed on the National Register of Historic Places and will be documented as per the terms of the Memorandum of Agreement signed by the Missouri State Historic Preservation Office on January 21, 2005 (refreshed March 17, 2009) as a concurring party prior to the commencement of construction.

Should you or any of your staff have any questions, please contact James Harcourt, MoDOT Senior Historic Preservation Specialist, at (573) 526-3562 or by e-mail at james.harcourt@modot.mo.gov.

Sincerely,

Robert L. Reeder
Historic Preservation Manager

jph

Attachments

Copy: Mr. Mark Templeton-MDNR
Mr. Don Wichern-lao
Mr. John Ludwickson-NSHS

John
Ludwickson
COPY

SECTION 106 SURVEY MEMO
MISSOURI STATE HISTORIC PRESERVATION OFFICE
P.O. BOX 176
JEFFERSON CITY, MO 65102
(573) 751-7858

SHPO USE ONLY	
REVIEWER	
DATE	SHPO LOG #
<input type="checkbox"/> ACCEPTED	<input type="checkbox"/> REJECTED

1) SHPO 106 Project #

LOCATION INFORMATION AND SURVEY CONDITIONS:

2) County(s): Holt

3) Quadrangle: Rulo

4) Project Type/Title: Phase I Cultural Resources Survey, Replacement of the Missouri River Bridge at Rulo, Nebraska. MoDOT Job No. J1P0777.

5) Funding/Permitting Federal Agency(s): Federal Highway Administration (FHWA)

6) Section: 17 7) Township: 61 N 8) Range: 18 W

9) U.T.M.: Northing: 294717.376 ; Easting: 4436811.371 (East)

293651.251 4436431.077 (West)

10) Project Description: The Nebraska Department of Roads is the lead agency for the replacement of Bridge No. L0097 over the Missouri River at the town of Rulo, Nebraska. An Environmental Impact Study (EIS) was conducted for the project with a Record of Decision issued on January 11, 2006. The Nebraska side of the river was surveyed for cultural resources and one historic property (the Janet Barber Residence) was recorded that will be adversely impacted. The Rulo Bridge is listed on the National Register of Historic Places and will be mitigated by the Nebraska State Historical Society as per the stipulations of the Memorandum of Agreement signed on April 6, 2005. The survey of the Missouri side of the project was delayed by the refusal of the landowners to allow access to the project area and was conducted later by MoDOT staff on February 24, 2009 and no cultural resources were identified. No buildings or bridges other than the river bridge will be impacted on the Missouri side of the river.

11) Topography: Active Missouri River floodplain punctuated by areas of intensive scour and levee construction.

12) Soils: Grable-Leta complex, Sarpy loamy fine sand, Leta silty clay.

13) Drainage: West Missouri, Missouri 5

14) Land Use/Ground Cover (Including % Visibility): The majority of the project area exhibited 100% surface exposure due to the recent borrowing of materials for improvements to the levee. A thin band of trees, brush, and grasses was present at the river's edge.

15) Survey Conditions: No impediments to a successful survey.

HISTORICAL BACKGROUND INFORMATION:

16) SHPO - Cultural Resource Inventory

17) Archaeological Survey of Missouri ASM Identification #: _____

18) GIS Database

COPY

19) **Historic Plats/Atlases/Sources:** Missouri River Commission, *Maps of the Missouri River* (1892), *General Land Office Survey of 1855*, *Abandoned Shipwrecks on Missouri River Channel Maps of 1897 and 1954: Rulo to Mouth*, published by the Kansas City District of the United States Army Corps of Engineers, 2000.

20) **Previously Reported Sites:** None identified

21) **Previous Surveys:** HO-005 (1988, waterline), HO-013 (1996, waterline), HO-038 (Fish and Wildlife mitigation area at Rush Bottoms, 2004).

22) **Regional Sources Utilized:** None identified

23) **Master Plan Recommendations:** None identified

24) **Investigation Techniques:** Pedestrian survey, examination of cut banks and erosional scars, post hole excavation.

25) **Time Expended:** 3 person hours

26) **Historic Properties Located:** None

27) **Cultural Materials:** N/A

28) **Curated at:** N/A

29) **Collection Techniques:** N/A

30) **Area Surveyed (Acres and Square Meters):** _____ acres, _____ m²

31) **Results of Investigation and Recommendations:**

(a) No Historic Properties Located

(b) No National Register Eligible Historic Properties Located

(c) National Register Eligible Historic Properties Located

(d) Historic Properties May Meet Requirements for National Register Eligibility; Phase II Testing is Recommended.

(e) **Comments:** The location of the relocated roadway to the future bridge on the Missouri side was initially examined by John Ludwickson, highway archaeologist at the Nebraska State Historical Society, on November 26, 2008. At that time, the area was being actively stripped of sediments for improvements to the levee. He concluded that any near surface archeological deposits would have been destroyed and that no artifacts were observed on the surface. Mr. Ludwickson also noted to MoDOT staff (Harcourt) that this location had been previously used for borrow and he did not consider the area to be at risk for historic properties at any depth. The Nebraska report also confirmed MoDOT's earlier finding, based on the 1855 General Land Office map, that the project area consists of newer soils deposited after the main river channel migrated off the project location sometime after 1855.

The Environmental Impact Statement notes that the location of the Steamboat "Lilly" which "sank below Rulo" has not been located and should be further investigation at a future time. Ms. Bette Gordon, curator at the Herman T. Pott National Inland Waterways Library and the St. Louis Mercantile Library, was contacted and located records that

COPY

determined that the Lilly sank "one mile below Rule" (sic). That location is south of the present project area and outside the area of impact from the replacement of the Rulo Bridge. Complete information provided by Ms. Gordon is presented later in this document.

When visited by MoDOT staff, active borrowing of soils appeared to have ceased but all areas of the project area except for a narrow vegetated band by the river's edge, were either highly disturbed by heavy machinery or else obscured by the newly enhanced levee. Examination of the banks of a "blue" or scour hole were observed and the profile consisted of over 6 m (20 ft) of river sands. Similar profiles were noted in several smaller erosional features and the riverbank. One post-hole test was excavated in the vegetated area by the river and the profile consisted of less than 8 cm of humus and underlain by at least 1.2 (4 ft) of clean river sands.

The mitigations for the removal of Bridge No. L0097 and the Janet Barber Residence (in Rulo, Nebraska) will be completed by the Nebraska State Historical Society in the near future. The soils in the area of the relocated roadway and bridge bents in Missouri are relatively recent (post dating 1855) and consist of river deposited sand. Deep historic properties are not anticipated due to the age of the landform and the resting place of the steamboat Lilly has been established to be outside of the project area. It is our recommendation that the project proceed as planned.

COPY

CULTURAL RESOURCE MANAGEMENT CONTRACTOR INFORMATION:

32) Archaeological Contractor: Missouri Department of Transportation, Historic Preservation Section

33) Address/Phone: P.O. Box 270, Jefferson City, MO 65102 / Phone Number:(573) 526-3597

34) Surveyor(s): James Harcourt and Larry Grantham

35) Survey Date(s): February 24, 2009

36) Report Compiled by: James Harcourt

37) Date: March 5, 2009

38) Submitted by (Signature and Title):  Senior Historic
Preservation Specialist (title)

39) Attachment Checklist (Required)

- 1) Relevant Portion of USGS 7.5' Topographic Quadrangle Map(s) Showing Project Location and any Recorded Sites;
- 2) Project Map(s) Depicting Survey Limits, Approximate Site Limits, and Concentrations of Cultural Materials;
- 3) Site Form(s): One Copy of Each Form;
- 4) All Relevant Project Correspondence;
- 5) Additional Information Sheets As Necessary.

40) Address of Owner/Agent/Agency to Whom SHPO Comment Should Be Mailed:

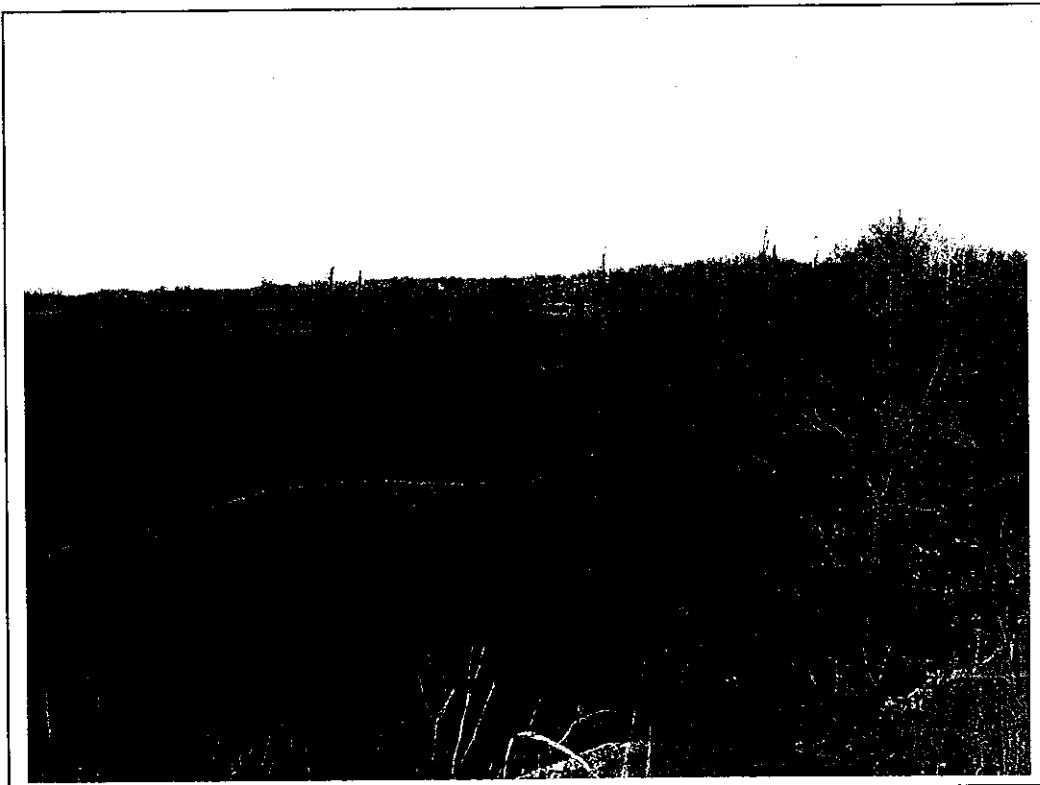
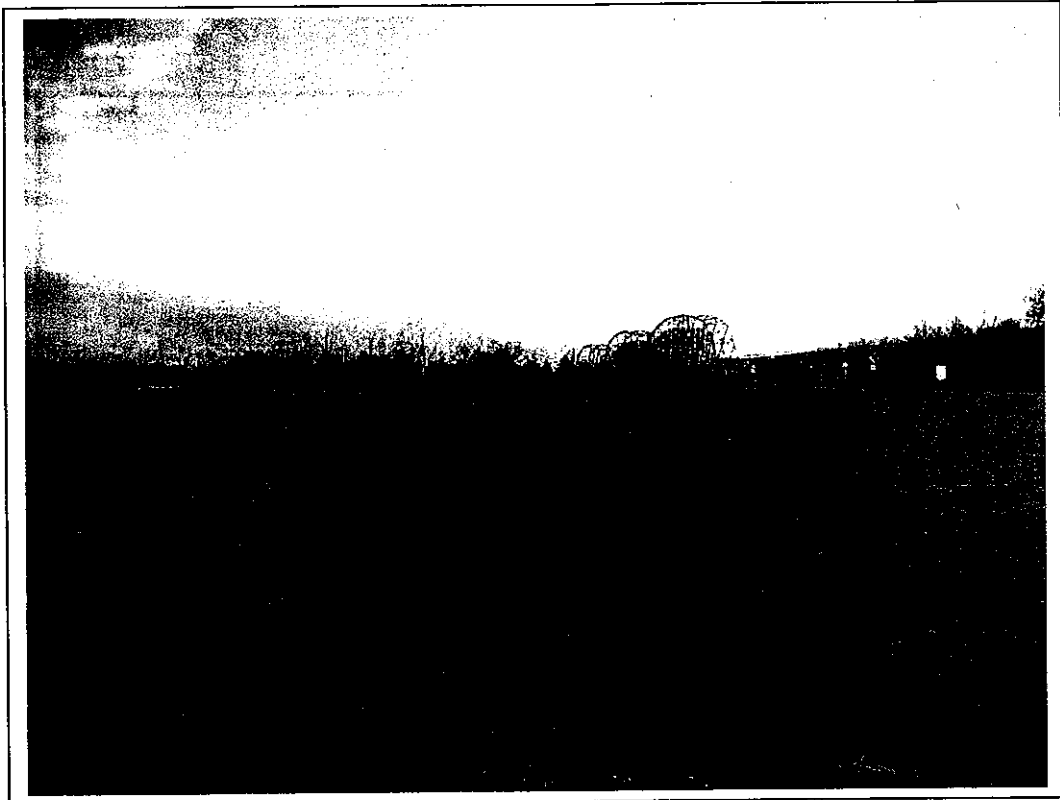
Robert L. Reeder, Historic Preservation Manager
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

41) Contact Person: James Harcourt (james.harcourt@modot.mo.gov)

Phone Number: 573-526-3562

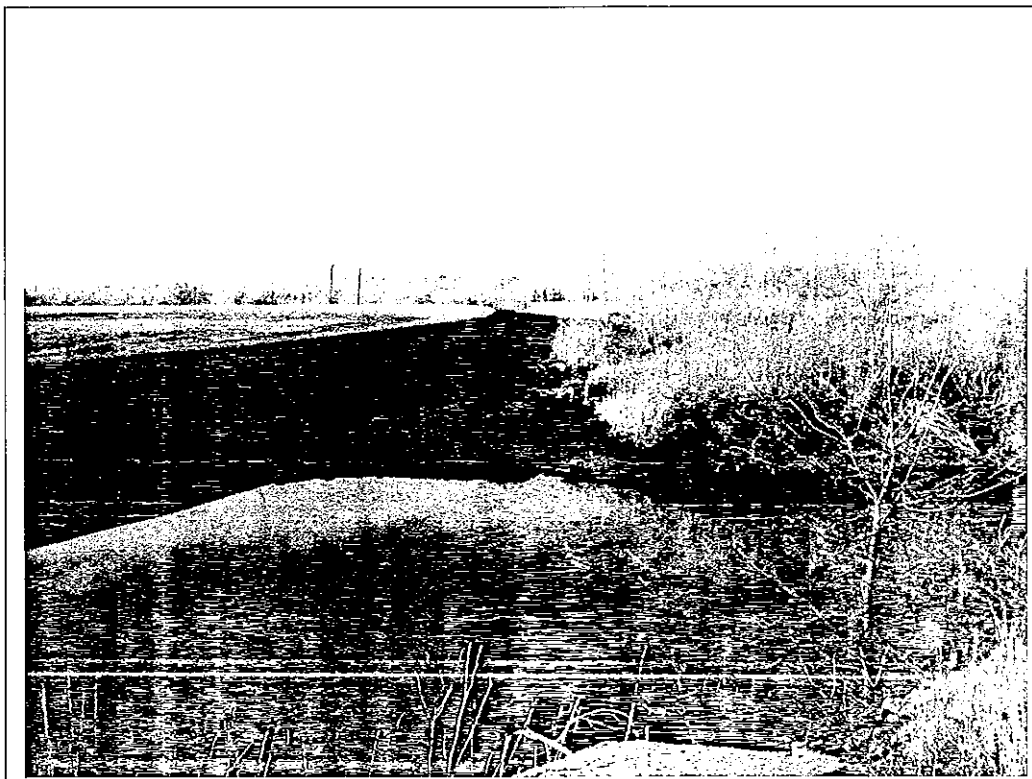
REVIEWER COMMENTS

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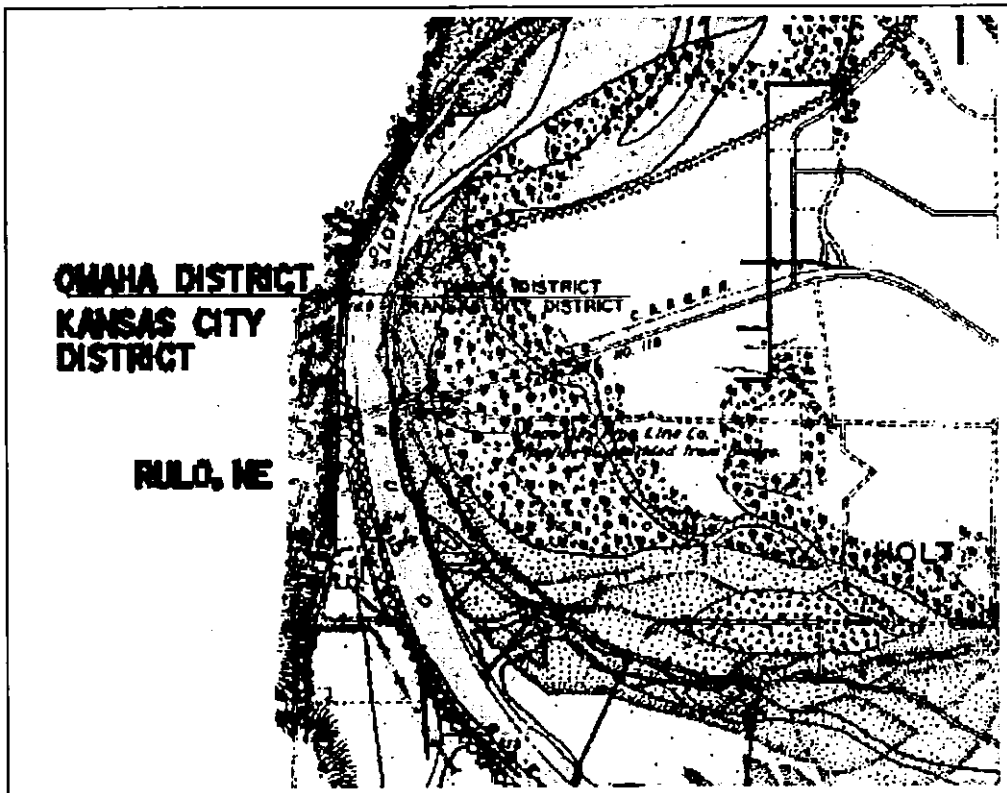


Two views of the project area in Missouri. Note the recently improved levee and scour hole in the lower image.

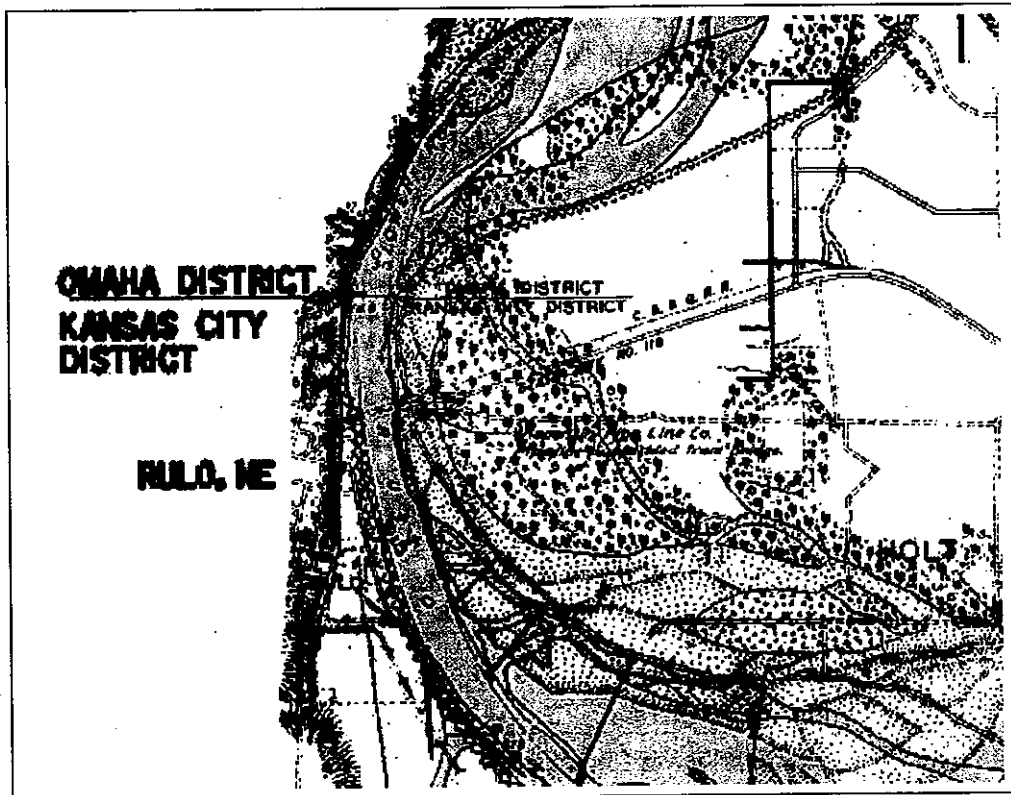
COPY



Two views of the project area in Missouri. Note the recently improved levee and scour hole in the lower image.

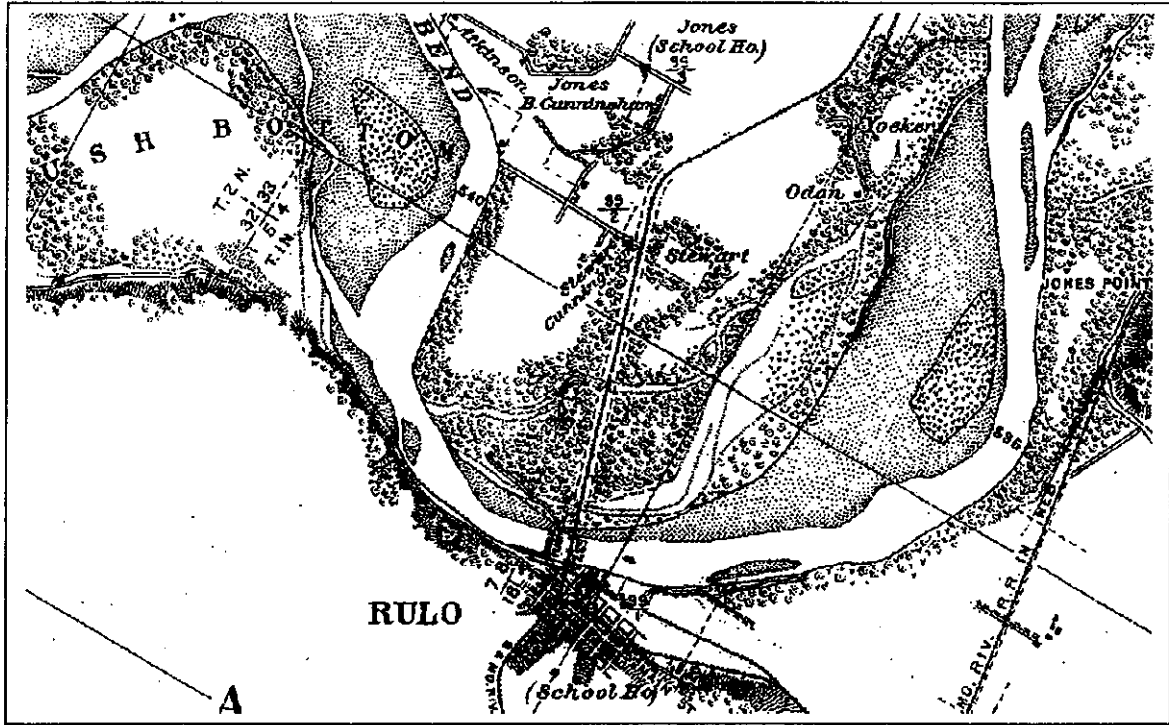


Detail from the Shipwreck map prepared by the Kansas City District of the Corps of Engineers in 2000. The map does not include the steamboat Lilly but does show channel locations in 1879 (tan) and 1954 (blue).



COPY

Detail from the Shipwreck map prepared by the Kansas City District of the Corps of Engineers in 2000. The map does not include the steamboat Lilly but does show channel locations in 1879 (tan) and 1954 (blue).



The Missouri River Commission, *Maps of the Missouri River* (1892) shows the area of the proposed roadway approach to the bridge to consist either of sand bars or forest in 1892. Several improvements are depicted in the floodplain but are not located within the project limits.

COPY

"Rulo Bridge" survey by the Nebraska State Historical Society (2008)



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 1-800-833-6747 www.nebraskahistory.org

Michael J. Smith, Director/CEO

28 November, 2008

James Harcourt
Senior Historic Preservation Specialist
Missouri Department of Transportation
Design/Historic Preservation
P.O. Box 270
Jefferson City MO 65102

RE: Project BRD-159-7(105), "Rulo Bridge", c.n. 12381 (Holt county, Missouri)

Mr. Harcourt:

I conducted an archeological surface survey of the parcel of Missouri land involved in the referenced project on 26 November, 2008. Likely Missouri knows this project by other project designators. At the instant of my survey well over half of the bridge area foot-print had been and was just then being subjected to scraping for borrow material to be used in levee repairs. Simultaneously this wiped out all surface archeology (if any) and provided an excellent view of the shallow subsurface over a rather wide area. I did not see anything of an archeological / cultural resources character.

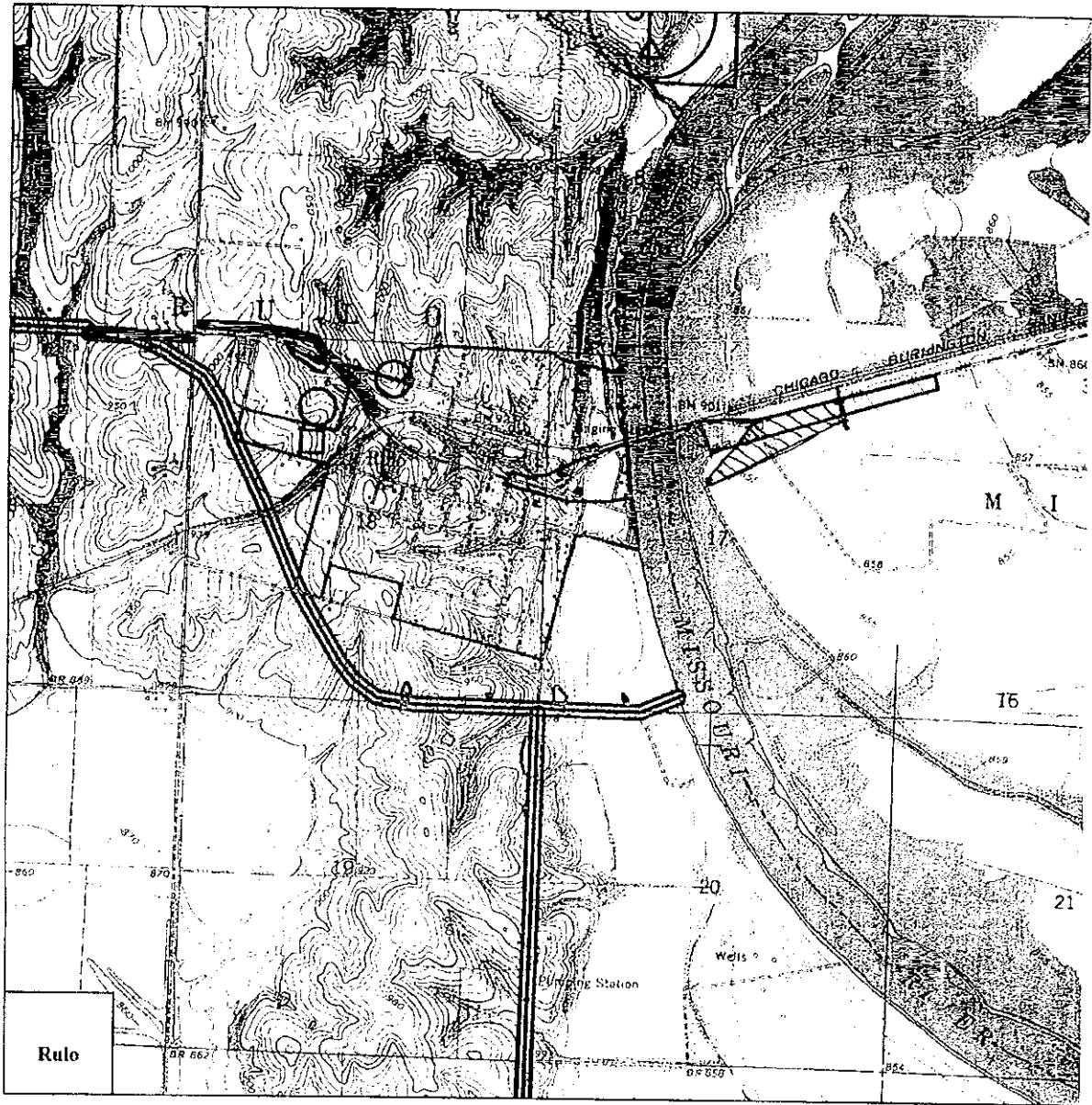
Please feel free to call, (402) 471- 6211, if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "John Ludwickson".
John Ludwickson
Highway archeologist

Enclosures
cc: Dr. Terry Steinacher

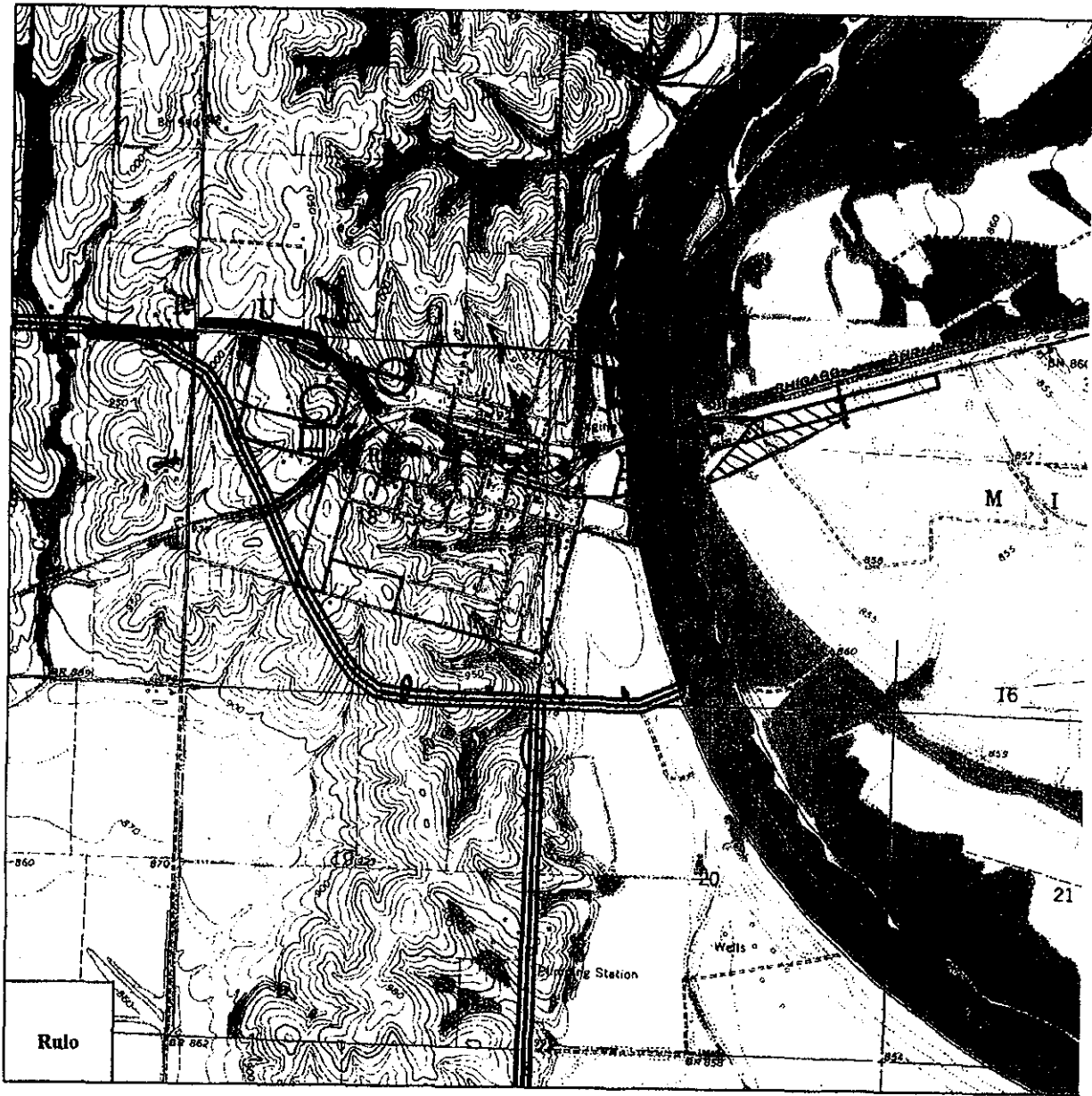
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BRD-159-7(105) "Rulo Bridge"

2008 Archeological Survey





BRD-159-7(105) "Rulo Bridge"

2008 Archeological Survey



COPY

1855 970 SURVEY



Information provided by Bette Gorden regarding the shipwreck Lilly

"Gorden, Bette M."
<bgorden@umsl.edu>

10/23/2008 12:05 PM

The Corps of Engineers would have reports of its location as regards to navigation, and whether the channel has moved away from the wreck, and also the current salvage laws.

The book, Merchant Steam Vessels of the United States 1790-1868, also known as "The Lytle-Holdcamper List" was prepared by these two men from National Archives vessel registration and enrollment records. The official number for the Lilly is 15793, 256 tons, built 1864 in Louisville, KY, Cincinnati was the first home port and as you know it sank in 1868. The Lilly had to appear at its home port to be inspected as the law stated. Copies of vessel records were kept by the government and also published:

1. Steamboat-Inspection Service. Proceedings of the ... Annual Meeting of the Board of Supervising Inspectors of Steam Vessels. Washington: G.P.O. 1853 - 1893, annual or biennial

Reports include information on conditions, steamboats inspected, and officers licensed in the supervising districts, and rules and regulations. From 1869 to 1894, reports also include list of inspectors, and detailed tables.

From 1853 to 1894, reports are issued annually; beginning in 1895, reports are issued biennially. Reports for 1882 and 1885-1893 are issued in 2 parts: Part 2 contains the detailed tables.

Go to: umsl.edu/pott and Officers Licenses for more information.

I went to the Wooldridge List and here is what he wrote for the Lilly

Lilly (1864) stern Louisville, KY, 372 ton, 1 163' b 33' h 4'2" boilers 42"/22' cyls 15"/5' On October 24, 1868 while enroute to St. Louis on Grand River with US gun (maybe gov) supplies sunk by snag in Rust (Rush) Bottom Bend on MO River and wreck lies one mile below Rule, NE - boat valued at \$20,000, cargo valued at \$8,000 - Capt. D.R. Risley, Capt. George Townsend - pilot on watch.

By looking at the Lilly annual records you can find out when she was enlarged.

The book Way's Packet Directory, 1848-1983 lists the Lilly as number 3469 and describes the snag came through the bow on the starboard side, and up through the forecandle.

COPY

A log/journal was kept by Ebin B. Hill, Engineer on a trip from St. Louis to Fort Benton, April 18 to August 5, 1867. In the archival folders here are two different transcriptions. I'm not positive who has the original perhaps the Missouri Historical Society or/and they also have the Merrick Microfilm Notes and this log starts on p. 148A.

Since the Lilly was carrying government supplies I would think Engineer Reports would have any salvage records. Newspaper accounts are always a first step.

Hope this helps, and if you have further questions please let me know.

Bette Gorden
Curator, Herman T. Pott National Inland Waterways Library
St. Louis Mercantile Library-University of Missouri-St. Louis
One University Boulevard, St. Louis, MO 63121

bgorden@umsl.edu
(office) 314-516-7244
(fax) 314-516-7241
<http://www.umsl.edu/pott/>

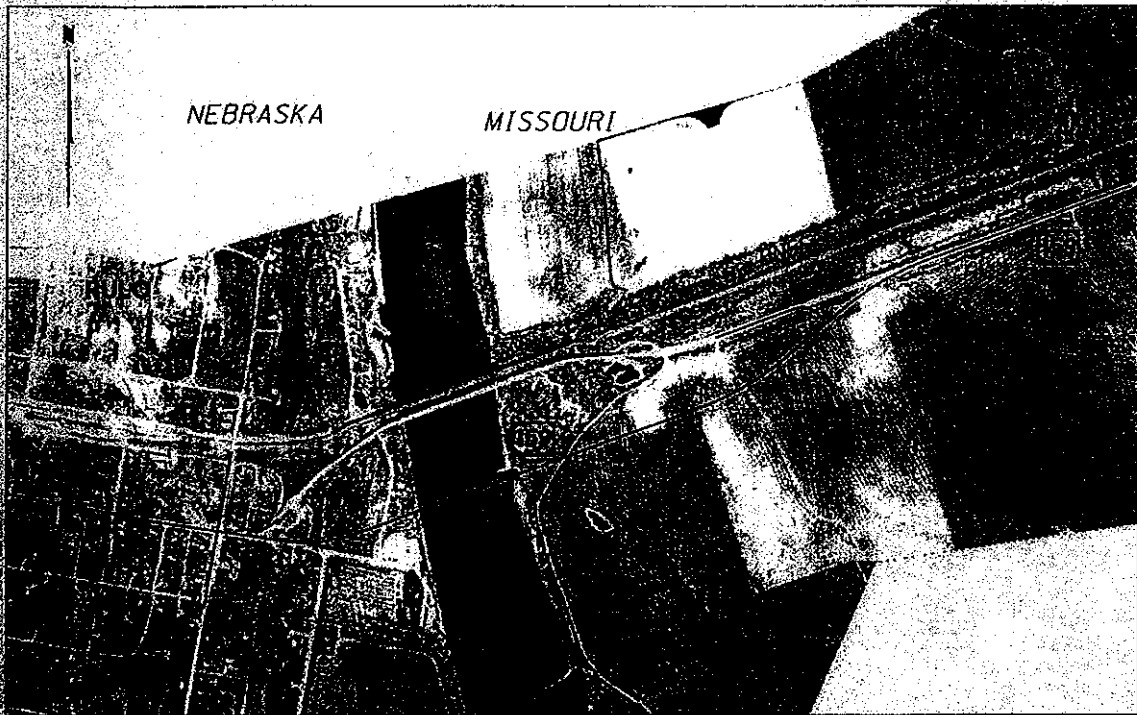
COPIES

Plan-In-Hand for Rulo Bridge

PROJECT NO. BRD-159-7(105)

CONTROL NO. 12381

October 27, 2008



Location Map

Overview of the Rulo Bridge replacement project. This and the following images were provided by the Nebraska Department of Roads.

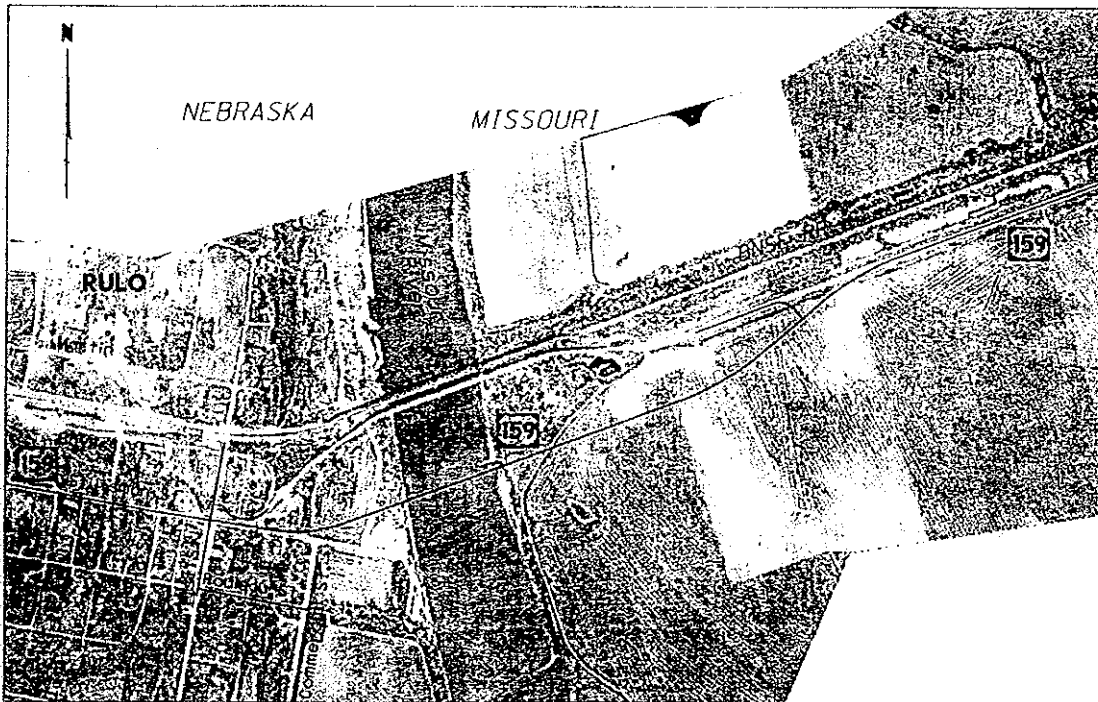
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Plan-In-Hand for Rulo Bridge

PROJECT NO. BRD-159-7(105)

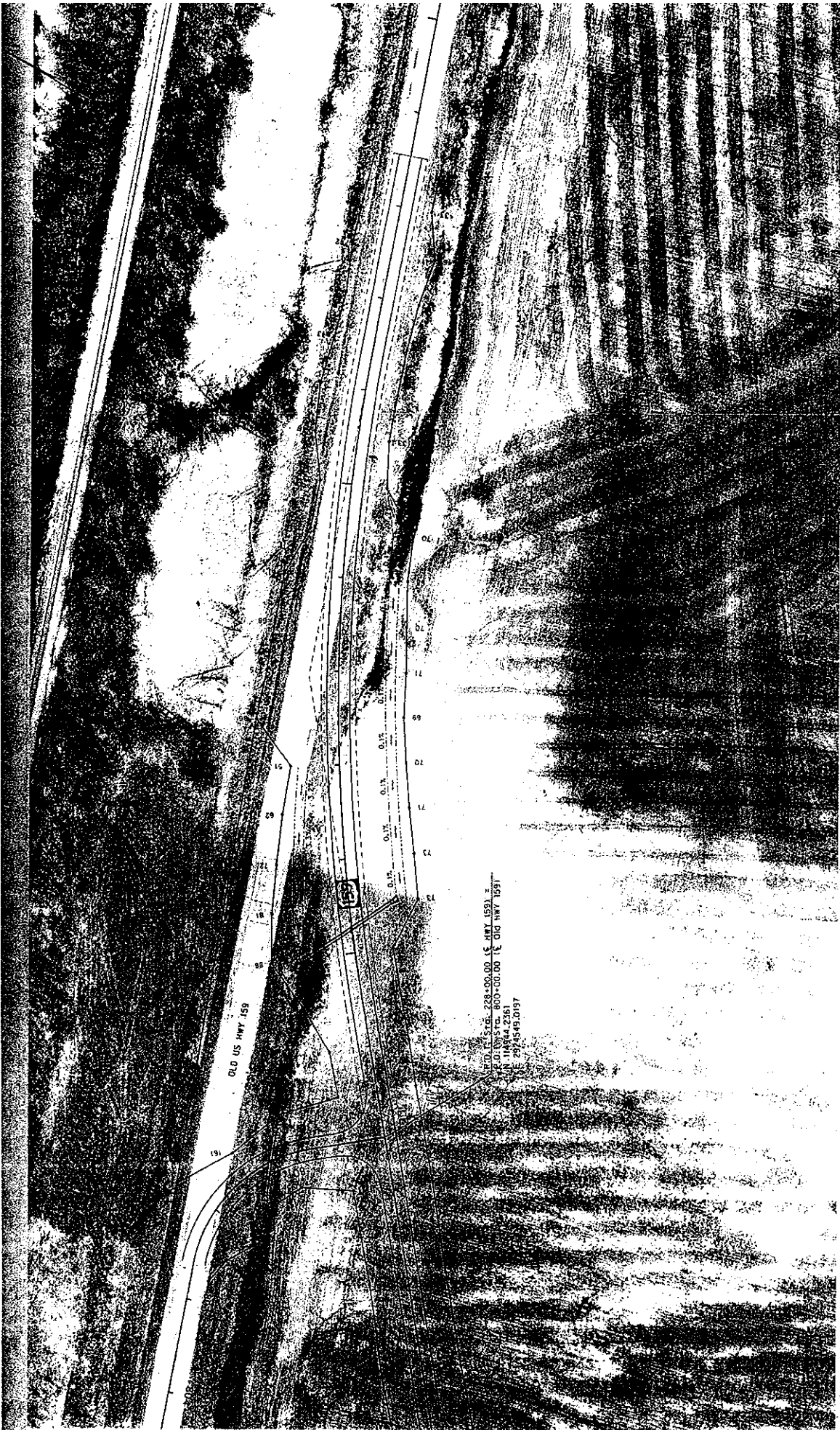
CONTROL NO. 12381

October 27, 2008



Location Map

Overview of the Rulo Bridge replacement project. This and the following images were provided by the Nebraska Department of Roads.



DATE: 2-22-21
 PLANT: 2121
 SCALE: 1:500



RULO BRIDGE (US HWY 159)

COPY

200.00 STA. 233+00.00 (S HWY 159) -
 200.00 STA. 200+00.00 (E OLD HWY 159)
 11/14/24 2361
 2824549.0157

- LEGEND**
- LIMIT OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
 - ▨ IMPACTED WETLANDS
 - ▩ TEMPORARILY IMPACTED WETLANDS



P.O.B. STA. 228+00.00 (S. HWY 159)
 P.O.T. STA. 800+00.00 (S. HWY 159)
 N 114944.2361
 E 292454.0197



DATE: 12-22-77
 PLANT: 1590
 SCALE: 1/2" = 1'-0"

RULO BRIDGE (US HWY 159)

- LEGEND**
- LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
 - ▨ IMPACTED WETLANDS
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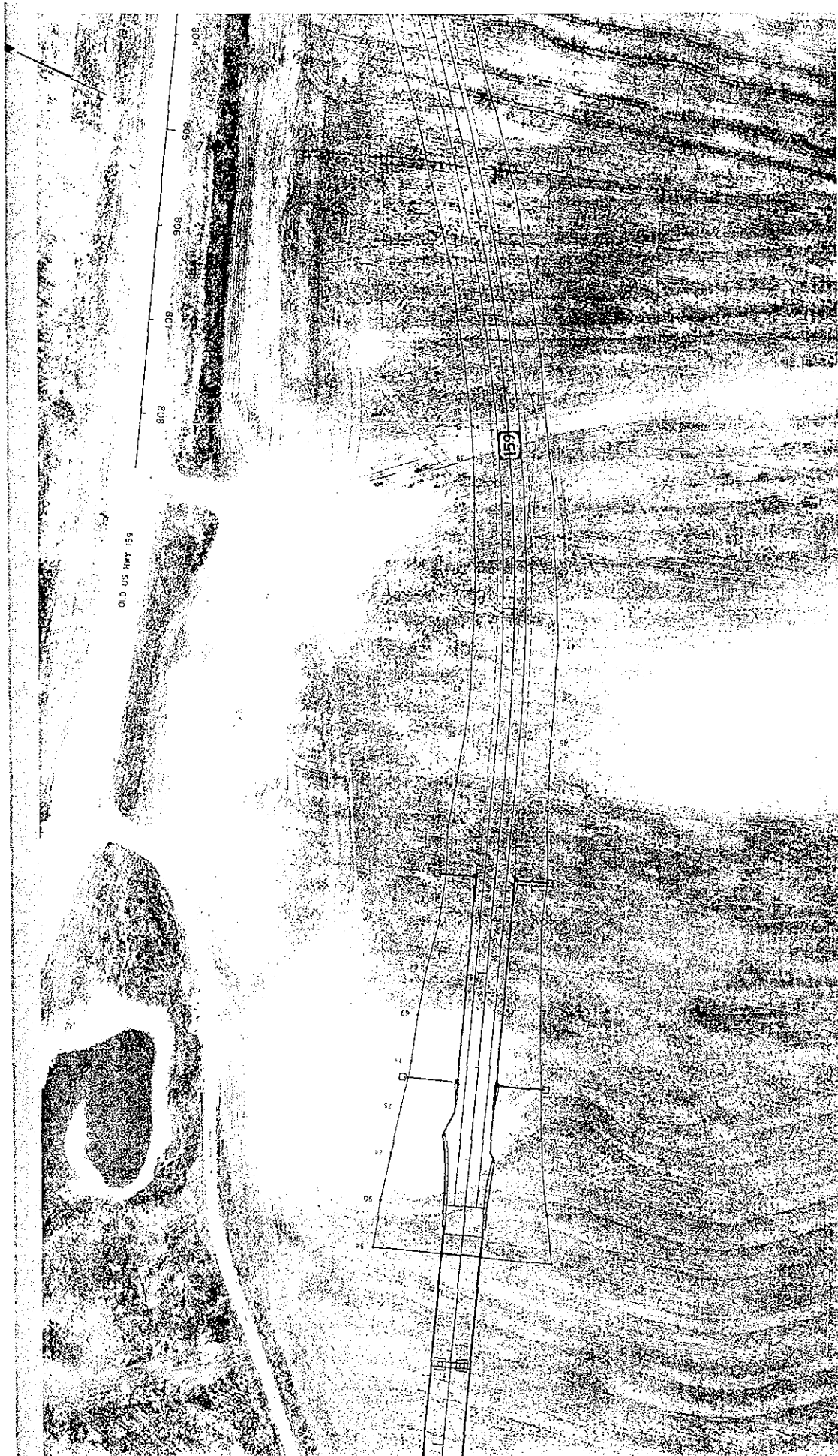
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RULO BRIDGE (US HWY 159)

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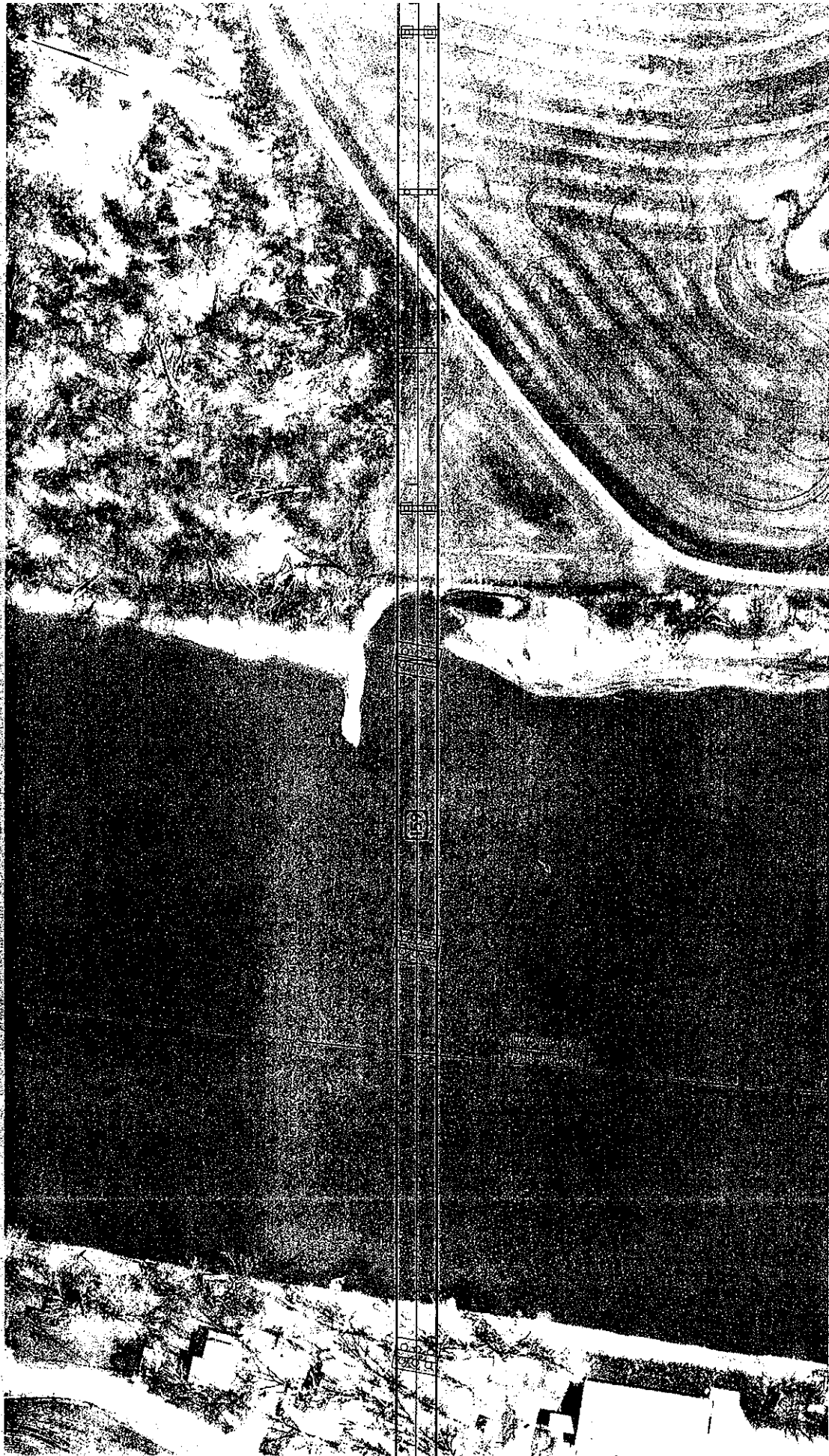


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RULO BRIDGE (US HWY 159)

- LEGEND**
- LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
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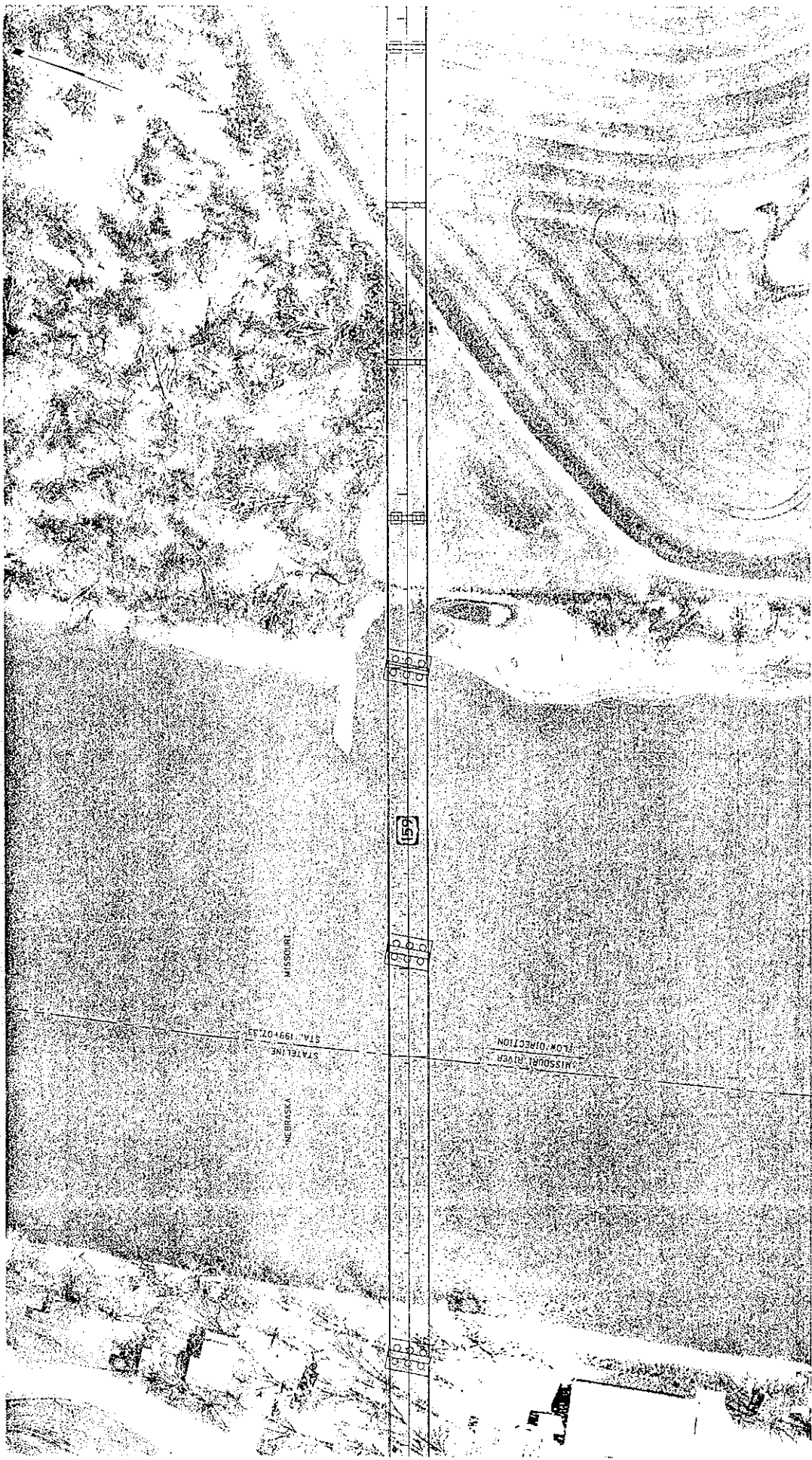
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RULO BRIDGE (US HWY 159)



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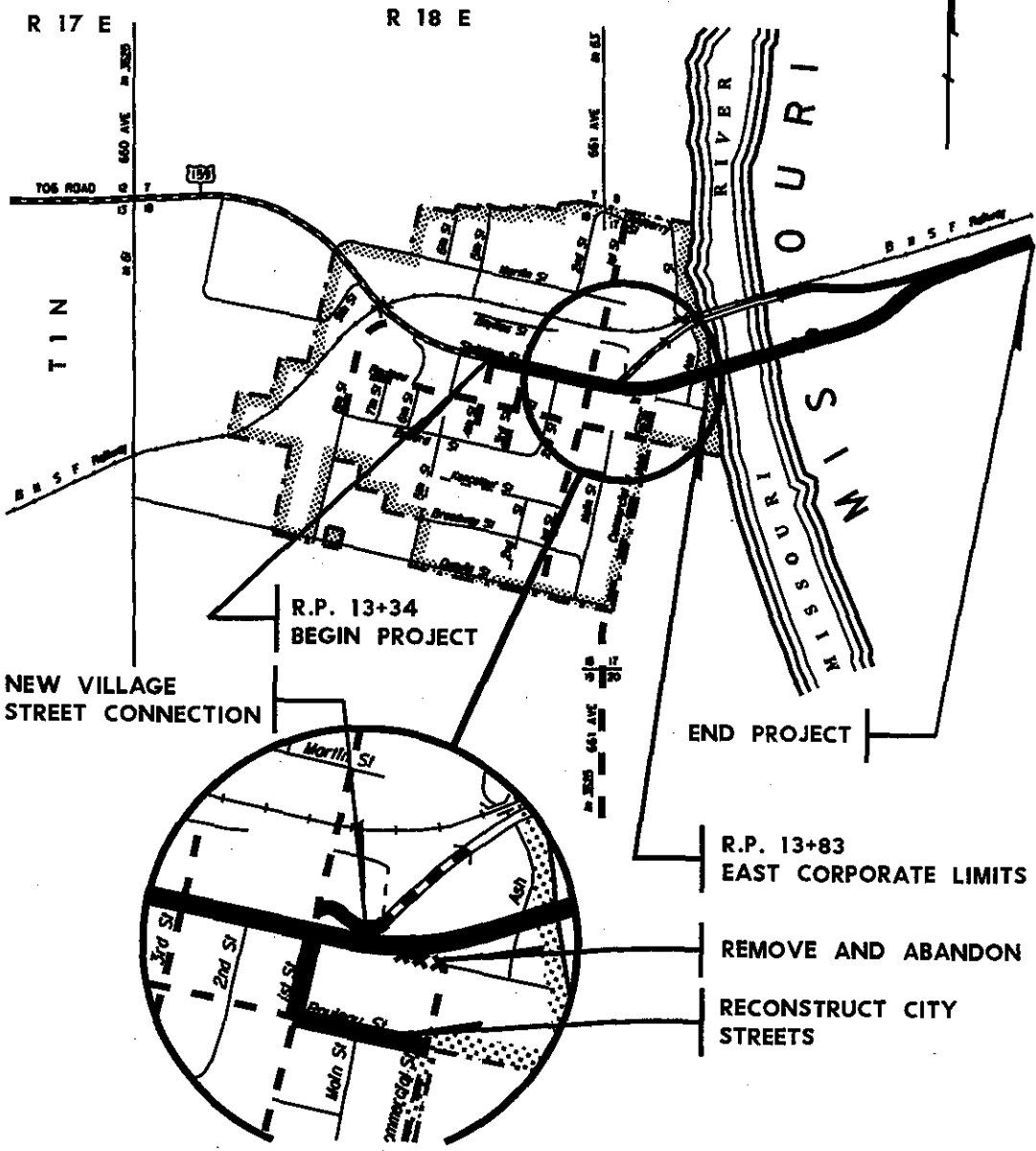


DATE: 7-22-97
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RULO BRIDGE (US HWY 159)

- LEGEND**
- LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
 - ▨ IMPACTED WETLANDS
 - ▩ TEMPORARILY IMPACTED WETLANDS

COPY



February 3, 2009

Len Sand, Highway Environmental Program Manager
Planning and Project Development Division
Nebraska Department of Roads
1500 Nebraska Highway 2
INTERAGENCY

Re: Rulo Bridge, Richardson County
HP 0201-003-01

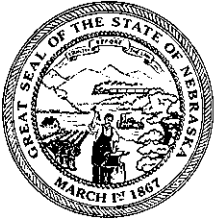
Dear Len:

Thank you for your report of January 26. This report serves to update the Nebraska State Historic Preservation Office and the Federal Highway Administration as to the status of the project. We approve the submittal of this report, which was stipulated in the Memorandum of Agreement for this project

We have recently signed the amendment to this MOA and I understand it is now in the process of the additional signatures. Again, thank you for submittal of this report.

Sincerely,

L.Robert Puschendorf
Deputy State Historic Preservation Officer



Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS
John L. Craig, Director

1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402)471-7547 • FAX (402)479-1325 • www.dor.state.ne.us

January 26, 2009

RECEIVED

JAN 28 2009

STATE HISTORIC PRESERVATION OFFICE
NEBRASKA STATE HISTORICAL SOCIETY

Mr. L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
PO Box 82554
Lincoln NE 68501-2554

Re: FHWA-NE-EIS-04-02-F, BR-159-7(105), CN 12381, US-159 Missouri River Crossing, at Rulo,
Richardson County, Nebraska to Holt County, Missouri
Report on Memorandum of Agreement (MOA)

0201-003-01

Dear Mr. Puschendorf:

The Nebraska Department of Roads (NDOR), Missouri Department of Transportation (MODOT) and the Federal Highway Administration (FHWA) have selected an alternative for the replacement of the existing US-159 Missouri River Bridge at Rulo, Nebraska. This decision was documented in the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for this project signed January 11, 2006. The selected alternative is to construct a new two-lane bridge parallel to and approximately 625 feet downstream (south) of the existing roadway bridge. The project begins at 4th Street in Rulo, on existing US-159 (Stutsman Street), and extends east approximately 1.3 miles to a point on existing US-159, in Holt County, Missouri, approximately 3,900 feet east of the apparent centerline of the Missouri River.

The planned project adversely affected two historic properties: the existing Missouri River Bridge and a private residence identified as the Janet Barber house. As of December 2008, the stipulations found in the MOA have not been completed. The project is still in development and is planned for construction in the future. It is planned to implement the MOA at the appropriate time during project development.

As project design moves forward, concepts that may lessen impacts to the environment, improve traffic operations, and improve safety of the traveling public, are considered. This effort has resulted in a change from the concept shown in the FEIS as it relates to Commercial Street in Rulo. In the FEIS, the alignment of Commercial Street was shown on relocated alignment leading to a new intersection with US-159. The concept was changed and Commercial Street traffic would be accommodated by the existing street system, rerouting Commercial Street traffic on to Rouleau Street and 1st Street to US-159. The change was reviewed for possible effect to historic resources. It was determined that there were no historic properties affected by the proposed change.

If you have any questions, please call this office.

Sincerely,

Leonard J. Sand
Highway Environmental Program Manager
Planning and Project Development Division

LJS/PDV8-ZI

cc: Danny Briggs, FHWA
Bob Reeder, MODOT

Rulo Bridge
159-7(105)
C.N. 12381
Reroute Commercial St.
along Rouleau and 1st St.
Nov. 8, 2006

Rulo Auditorium
National Register Eligible

1st Street

Rouleau Street

Commercial Street

159

Rulo Bridge
159-7(105)
C.N. 12381
Reroute Commercial St.
along Rouleau and 1st St.
Nov. 8, 2006



Rulo Auditorium
National Register Eligible



1st Street

Rouleau Street

Commercial Street



Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS
John L. Craig, Director

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July 29, 2008

Nebraska Historical Society
Attn: Bob Puschendorf
1500 R Street
PO Box 82554
Lincoln NE 68501-2554

RECEIVED

AUG 1 2008

STATE HISTORIC PRESERVATION OFFICE
NEBRASKA STATE HISTORICAL SOCIETY

0201-003-01

RH00-066

Re: FHWA-NE-EIS-04-02-F
Project No. BR-159-7(105); C.N. 12381
Rulo Bridge - Richardson County, Nebraska & Holt County, Missouri

The alternative analysis of Commercial Street in Rulo resulted in a change to the alignment as shown in the Final Environmental Impact Statement for this project. Impacts have been minimized resulting in the planned change as shown in the attached document.

Please review attached. If your agency has no particular comments, we would appreciate having you return the following endorsement within 30 days or by August 29, 2008. No response will be considered as a no comment on the proposed action. (It is not necessary to return the attached.)

"We have reviewed the proposed change to Commercial Street and find that this action does not have any significant environmental impact upon the resources within our agency's jurisdiction."

Signed Bob Puschendorf
Title DSHPO
Date 8/6/08

Responses can be returned to Leonard Sand.

Sincerely,

Leonard Sand
Environmental Analyst Supervisor
1500 Highway 2
Lincoln NE 68509-4759

Attachment



Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS

John L. Craig, Director

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Phone (402) 471-4567 • FAX (402) 479-4325 • www.dor.state.ne.us

June 19, 2008

Mr. William Brownell
Division Administrator
FHWA-Nebraska Division
100 Centennial Mall North
Lincoln, NE 68508

Attn: Environment

RE: FHWA-NE-EIS-04-2-F, U.S. 159 Missouri River Crossing Environmental Impact Statement, Richardson County, Nebraska to Holt County, Missouri.

BR-159-7(105), CN 12381, PROPOSED CHANGES TO THE COMMERCIAL STREET ALIGNMENT.

A Final Environmental Impact Statement (FEIS) for *FHWA-NE-EIS-04-2-F, U.S. 159 Missouri River Crossing, Richardson County, Nebraska to Holt County, Missouri* was approved on September 22, 2005 and subsequent *Record of Decision* was approved on January 11, 2006. The FEIS included the conceptual design of the proposed roadway improvement of US Highway 159 (US-159) and the bridge replacement crossing the Missouri River. The project begins at 4th Street on US-159 (Stutsman St.) in Rulo, Nebraska and ends approximately 3,900 feet in Holt County, Missouri. The FEIS/ROD identified alternative 2 as the selected alternative for the Missouri River crossing. The described change will not affect this decision. Several opportunities have been identified to improve the concepts that will lessen the impacts to the environment, improve traffic operations, and safety.

In the FEIS, Commercial Street in Rulo was shown on relocated alignment leading to the new intersection with Stutsman Street. This alignment resulted in the relocation of the intersection of Commercial and Rouleau Street. Additional design analysis has resulted in a proposed change to the FEIS concept. Commercial Street traffic would be accommodated by the existing street system by rerouting Commercial Street traffic onto Rouleau Street and 1st Street to US-159. (See Plans) The table below illustrates significant advantages for rerouting Commercial Street along Rouleau and 1st Streets compared to the new alignment for Commercial Street as indicated in the FEIS.

Description	New Alignment for Commercial Street, as in the FEIS	Reroute Commercial Street along Rouleau and 1 st Streets.
Drainage Way	New CBC under new Commercial Street and replace existing CBC under existing Commercial Street. Relocate 290' of channel adjacent to existing Commercial Street.	No Impact
Hydrology	Fills portions of the existing channel and introduces a new CBC.	No Impact

Description	New Alignment for Commercial Street, as in the FEIS	Reroute Commercial Street along Rouleau and 1 st Streets.
Channel	Relocates 290' of existing channel and fills channel where new CBC under Commercial Street is located.	No Impact
Wetlands	0.1 Acres	No Impact
ROW	2.7 Acres 1 Residence ~\$160,800	1.0 Acres ~\$4,000
Drainage Structure Cost	~\$178,900	~\$30,000
Cost	~\$807,052	~\$191,595

Further evaluation to reroute Commercial Street along Rouleau and 1st Streets is listed below.

- This option has no impact to the channel.
- This option increases the distance from the end of the bridge resulting in improved site distance, therefore increasing safety.
- The storm water runoff will be collected in existing road side ditches along Rouleau Street.
- 1st Street will be reconstructed and will remain the same width.
- Rouleau Street will be paved with a 24 foot top and turf shoulders. Some grading will be required.
- No wetlands will be impacted.
- The culvert and channel on existing Commercial Street will not be impacted.
- There would be reduced right of way impacts and no acquisitions required.

Project review for the EIS included the area in Rulo that would be affected by this change. A historic resource was identified along 1st Street. The NE-SHPO was asked to comment on the proposed change. In a letter dated March 28, 2008, The Deputy State Historic Preservation Officer Concurred with NDOR's determination that there will be No Historic Properties Affected.


This change will result in additional traffic using the existing street system of Rouleau and 1st Street. A noise analysis indicated that these traffic volumes would not exceed the Noise Abatement Criteria levels to be considered for noise abatement measures. The proposed change will be discussed with the local citizens. See traffic volume table below.

Traffic Data

Road Identification		2015	2035	% Trucks
1 st St.	ADT	1620	2130	8%
	DHV	175	230	8%
Rouleau St.	ADT	1220	1620	8%
	DHV	135	175	8%
Commercial St.	ADT	200	200	6%
	DHV	25	25	6%

It is our determination that the changes identified are not major changes from the project as discussed in the FEIS. Therefore, we request your concurrence that no supplement to the FEIS or additional environmental analysis for this improvement is required.

Sincerely,



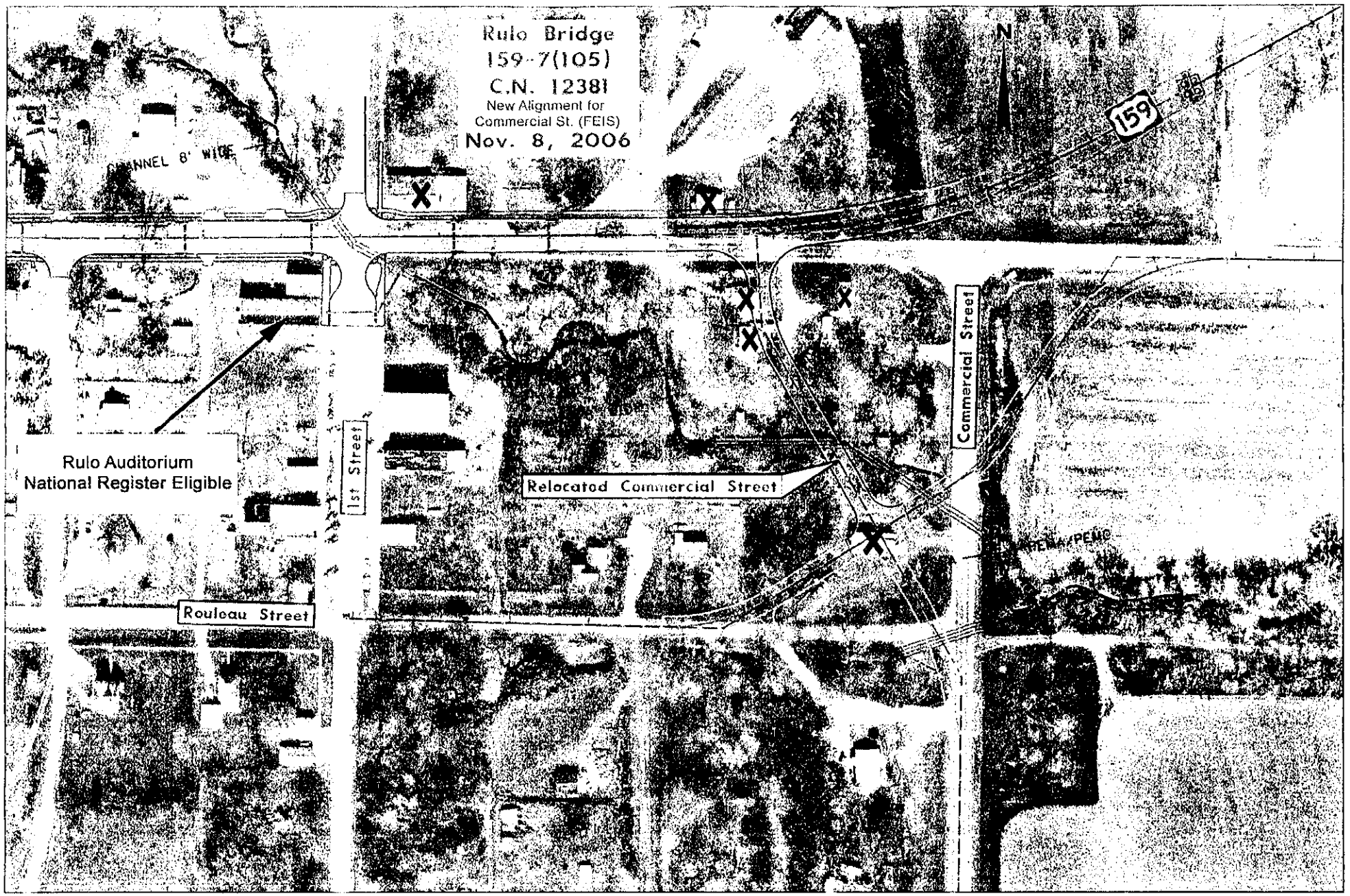
Randall D. Peters
Planning and Project Development Engineer
Nebraska Department of Roads

Enclosures: Design showing New Alignment for Commercial St. as shown in the FEIS
Design showing the Rerouting of Commercial St. along Rouleau and 1st St.
SHPO Letter

US Department of Transportation, Federal Highway Administration

For Federal Highway Administration

Date of Concurrence



Rulo Bridge
159-7(105)
C.N. 12381
New Alignment for
Commercial St. (FEIS)
Nov. 8, 2006

CHANNEL 8' WIDE

159

Rulo Auditorium
National Register Eligible

Relocated Commercial Street

1st Street

Commercial Street

Rouleau Street

Rulo Bridge
159-7(105)
C.N. 12381
Reroute Commercial St.
along Rouleau and 1st St.
Nov. 8, 2006

CHANNEL 8' WIDE

159

Rulo Auditorium
National Register Eligible

Rouleau Street

1st Street

Commercial Street

ALTERNATIVE ANALYSIS FOR AVOIDANCE OF DRAINAGE WAY DUE TO REALIGNMENT OF COMMERCIAL STREET

159-7(105)
RULO BRIDGE
CN 12381

The Nebraska Department of Roads is proposing to improve a portion of Nebraska Highway US-159, in Richardson County and replace the bridge crossing the Missouri River. The project begins at 4th Street in Rulo and ends approximately 3,900 feet in Missouri.

Scope of Work:

The scope of work for this project is to construct a 2-lane roadway in Nebraska and Missouri and to relocate the US-159 Bridge crossing the Missouri River 625 feet south of the existing bridge. Access control will be acquired for the length of the project. Due to the location of the new bridge Commercial Street's Access to US-159 is being relocated.

Commercial Street is a paved county road providing access to the first Missouri River crossing north of St. Joseph, Missouri. The last traffic count on Commercial Street south of Rulo was 650 ADT.

The planned change from the FEIS will result in the traffic that would use Commercial Street being routed to 1st Street. The Rulo Auditorium was determined to be an eligible property.

The project would not result in the widening of 1st Street, see option 3 on page 3.

Option #	1	2	Preferred 3
Description	Do nothing	New Alignment for Commercial Street	Reroute Commercial Street along Rouleau and 1 st Streets. Existing streets will receive new pavement.
Drainage Way	No impact	New CBC under new Commercial Street and replace existing CBC under existing Commercial Street	No impact



Rulo Bridge
 159-7(105)
 CN 12381

		Relocate 290' of channel adjacent to existing Commercial Street.	
Hydrology	No impact	Fills portions of the existing channel and introduces a new CBC	No impact
Channel	No impact	Relocates 290' of existing channel and fills channel where new CBC under Commercial Street is located	No impact
Wetlands	No impact	0.1 Acres	No impact
ROW	No impact	2.7 Acres 1 residence \$160,800	1 Acre \$4,000
Drainage Structure Cost	No impact	\$178,900	\$30,300
Safety	Will not meet minimum design standards	Does not meet Desirable Stopping Sight Distance	Acceptable design
Cost	\$0	\$807,052	\$191,595

The natural drainage way is located parallel to US-159 from 1st Street to Commercial Street. Commercial Street is a county collector road running south to the Kansas border. This channel has been determined to be jurisdictional.

Option #1 – Do Nothing

With the new bridge location direct access from Commercial Street to US-159 at the existing location is not possible. Access would have to be on existing Rulo Streets with no improvements.

Option #1 is unacceptable since Commercial Street is currently a paved roadway with turf shoulders and most of the existing streets in Rulo are gravel with substandard roadway widths.

Option #2 – Realign Commercial Street and have direct connection to US-159 (between 1st Street and the new bridge)

This option shifts the alignment of Commercial Street to the west on the north side of Rouleau Street and intersects US-159.

- The house on the northwest corner of Commercial Street and Rouleau Street will have to be acquired.
- US-159 Bridge will have to be widened to accommodate proper storage required to accommodate west bound traffic turning south onto Commercial Street.
- Intersection with US 159 does not meet desirable intersection sight distance for turning vehicles.
- High fill will be required due to the elevation change between Rouleau Street and US-159.
- A box culvert will have to be constructed where Commercial Street goes over the drainage way.
- The box culvert under existing Commercial Street would need to be replaced and the existing channel will have to be relocated to the east.
- Mitigation will be required for the channel change loss.
- The roadway section will be 26' wide with curb and gutter due to the possibility of erosion because of the high fill. Drainage will be handled by flumes or inlets.

Rulo Bridge
159-7(105)
CN 12381

- Existing channel alignment immediately east of Commercial Street includes two 90° bends. Upstream channel improvements may result in higher velocities in the stream and possible impacts to the existing channel east of Commercial Street.

Conclusion:

This option has a higher cost associated with it. It will impact wetlands and replace the channel with a box culvert. A residence will also have to be acquired to construct this option.

Option #2 is less desirable than Option #3 due to higher cost than Option #3, impacts to the channel, the additional residential acquisition, improvements would result in an intersection along a superelevated section of US-159 and just beyond the end of the bridge, and Desirable Stopping Sight Distance cannot be met.

Option #3 – Reroute Commercial Street traffic onto Rouleau Street and 1st Street to US-159

This option will reroute Commercial Street traffic onto city streets (Rouleau Street and 1st Street).

- This option has no impact to the channel
- The storm water runoff will be collected in existing road side ditches along Rouleau Street.
- Rouleau Street will be paved with a 24 foot top and turf shoulders. Some grading will be required.
- 1st Street will be reconstructed and will remain the same width.
- County Road traffic will be traveling along a different route thru town.
- No wetlands will be impacted.
- Culvert and channel on existing Commercial Street will not be impacted.
- No houses will be impacted.

Conclusion:

This option is the least expensive and has the least impacts to wetlands and the channel. Minimal ROW acquisitions are associated with this option.

Option #3 is the preferred option. This option will have to be presented to the village and county boards for concurrence.

**Rulo Bridge
STPD-159-7(105)
CN 12381
Supplemental Alternate Information
March 2008
Prepared by Melissa A. Dirr
On behalf of the Nebraska Department of Roads**

The scope of work for this project consists of a 2-lane road in Rulo, Nebraska and relocating and replacing the US-159 Missouri River Bridge. The final Environmental Impact Statement was completed in September of 2005 and proposed relocating Commercial Street as shown in the attached documents. The planned change from the FEIS will result in the traffic that would use Commercial Street being routed to 1st Street. The Rulo Auditorium was determined National Register eligible during field survey conducted at the time, and is located on 1st Street.

The project as proposed will reconstruct 1st Street, however it will remain the same width. The Nebraska Department of Roads thinks this change will have no effect to historic properties and respectfully requests NeSHPO concurrence with that determination. Please reference attached documents for additional detail.



Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS

John L. Craig, Director

1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402)471-4567 • FAX (402)479-4325 • www.dor.state.ne.us

RECEIVED

March 24, 2008

MAR 24 2008

Mr. L. Robert Puschendorf
Deputy State Historic Preservation Officer
PO Box 82554
Lincoln, NE 68501-2554

STATE HISTORIC PRESERVATION OFFICE
NEBRASKA STATE HISTORICAL SOCIETY

0201-003-01

R400-066

Re: Project Name: Rulo Bridge
Project #: STPD-159-7(105) CN # 12381 County: Richardson County

Dear Mr. Puschendorf:

Enclosed are documents regarding historic properties for the referenced project(s). Following is our determination of effect for this undertaking. Please review these documents within thirty days as required under Section 106 of the National Historic Preservation Act of 1966 as amended, and implementing regulations at 36 CFR Part 800.

- No Historic Properties Affected. There are no historic properties present or historic properties present but the undertaking will have no effect upon them.
- No Adverse Effect. The undertaking's effects do not meet the criteria of adverse effect.

NDOR is requesting concurrence in the findings of the attached survey documents and the determination of effect. If you have any questions or wish additional information, please call.

Sincerely,

Leonard J. Sand
Highway Environmental Program Manager
Planning & Project Development

LJS/PDV4-GV1

Enclosure

CONCUR

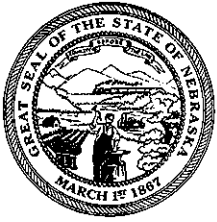
DEPUTY STATE HISTORIC PRESERVATION OFFICER

DATE: 3/28/08

**Rulo Bridge
STPD-159-7(105)
CN 12381
Supplemental Alternate Information
March 2008
Prepared by Melissa A. Dirr
On behalf of the Nebraska Department of Roads**

The scope of work for this project consists of a 2-lane road in Rulo, Nebraska and relocating and replacing the US-159 Missouri River Bridge. The final Environmental Impact Statement was completed in September of 2005 and proposed relocating Commercial Street as shown in the attached documents. The planned change from the FEIS will result in the traffic that would use Commercial Street being routed to 1st Street. The Rulo Auditorium was determined National Register eligible during field survey conducted at the time, and is located on 1st Street.

The project as proposed will reconstruct 1st Street, however it will remain the same width. The Nebraska Department of Roads thinks this change will have no effect to historic properties and respectfully requests NeSHPO concurrence with that determination. Please reference attached documents for additional detail.



Dave Heineman
Governor

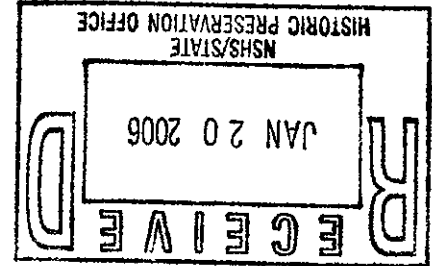
January 17, 2006

STATE OF NEBRASKA

DEPARTMENT OF ROADS
John L. Craig, Director

1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402)471-4567 • FAX (402)479-4325 • www.dor.state.ne.us

Nebraska Historical Society
Attn: Bob Puschendorf
1500 R Street
PO Box 82554
Lincoln NE 68501-2554



Re: Project No. BR-159-7(105)
FHWA-NE-EIS-04-02-F
US-159 Missouri River Crossing
Rulo, Richardson County, Nebraska to Holt County Missouri

0201-003-01
RH00-66
project complete

The attached "Record of Decision" for the above referenced project is submitted to your office in accordance with the policy and procedures of the United States Department of Transportation, Federal Highway Administration, for implementing Section 102(2) (c) of the National Environmental Policy Act of 1969.

The attached is a copy (copies) as approved by the Federal Highway Administration, and submitted to you for your information.

Sincerely,

Arthur B. Yonkey
Planning & Project Development Engineer

ABY/LS/PDV2-sas

Attachments

xc: Federal Highway Administration, Nebraska Division Office
Missouri Department of Transportation
File

Record of Decision

U.S. 159 Missouri River Crossing Environmental Impact Statement Rulo, Nebraska

Richardson County, Nebraska to Holt County, Missouri

FHWA-NE-EIS-04-02-F
Nebraska Project No. BR-159-7(105)

A. Decision

The Nebraska Department of Roads (NDOR), Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) has studied and evaluated all reasonable and feasible alternatives and selected a preferred alternative for the replacement of the existing U.S. 159 Missouri River Bridge at Rulo, Nebraska. The purpose of the project is to provide a safe, environmentally sound, cost-effective and efficient crossing of the Missouri River near Rulo, Nebraska, consistent with modern roadway width, load and design requirements in order to maintain local and regional connectivity via U.S. 159 between Nebraska, Missouri and Kansas.

Based on environmental and engineering studies, agency coordination and public input, Alternative 2 was identified as the Selected Alternative. The selected alternative is to construct a new two-lane bridge parallel to and approximately 625 feet downstream (south) of the existing roadway bridge. The roadway begins at 4th Street in Rulo, which is the easterly end of the previous resurfacing work on U.S. 159, and extends 6,841 feet easterly to a point on existing U.S. 159, 3,900 feet east of the apparent centerline of the Missouri River. The total project length is 1.30 miles, with the length of the Missouri River crossing at 2,450 feet.

B. Alternatives Considered

The U.S. 159 Missouri River Crossing Final Environmental Impact Statement (FEIS) considered a wide range of alternatives, including a "No-Build" Alternative, a Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative and several "Build" Alternatives. The alternatives were then evaluated and screened from a technical, engineering, environmental impact, and social and economic standpoint based on data collection, impact analysis and public and agency review. If an alternative did not meet the purpose and need of the proposed project, it was not considered to be reasonable and therefore was eliminated from further consideration in the initial alternative screening. Of the alternatives evaluated, only the "No-Build" Alternative and "Build" Alternatives 1 and 2 were considered to meet the purpose and need of the project and have no obvious extraordinary economic, social and environmental impacts. These alternatives were considered reasonable alternatives and were carried forward for further detailed consideration in the Draft and Final EIS.

1. "No-Build" Alternative

Under the "No-Build" Alternative, a new U.S. 159 bridge would not be constructed and U.S. 159 would remain in its present configuration and location. Only minor restoration activities such as safety and maintenance improvements would be included. It does not include capacity improvements to the existing bridge. This alternative provides a basis of comparison for the analysis of the benefits of the other improvement alternatives. The "No-Build" Alternative is not

a no-cost option, since maintenance and repair of the existing structure is needed to ensure the continued integrity of the structure. Reconstruction of deficient structural members, construction of a replacement deck and painting of the structure may require maintenance funds amounting to \$5 to \$10 million dollars.

While the "No-Build" is the least expensive alternative, it would not address the need for the existing U.S. 159 bridge to meet modern standards for horizontal and vertical clearances. The efficiency of the U.S. 159 bridge and highway corridor through Rulo would continue to decline under the "No-Build" alternative. However, the alternative would avoid the acquisition of right-of-way, wetland impacts and impacts to Section 4(f) properties.

2. Alternative 1

The Missouri River crossing location for Alternative 1 is parallel to and approximately 220 feet downstream from the existing bridge. This alignment begins at 4th Street in Rulo and extends easterly approximately 6,000 feet to a point on existing U.S. 159, 3,100 feet east of the approximate center of the Missouri River. The alternative includes a new two-lane bridge with a 40-foot wide clear roadway on the structure.

The United States Coast Guard mandated that horizontal and vertical clearances must equal or exceed those currently existing and the river piers must be placed in line with existing piers. This results in an estimated bridge length of 2,440 feet with a main navigation unit length of approximately 800 feet. The total length of Alternative 1 is 1.13 miles. The preliminary bridge cost of this alternative is \$16.1 million. Total project cost is estimated at \$23.1 million.

Alternative 1 will impact 2.6 acres of wetlands on the Missouri side of the river. This alignment will have minor flood plain impacts as the bridge length is similar to the existing bridge. Three endangered species may be located in this area – the Pallid Sturgeon and the Lake Sturgeon, which could be temporarily impacted by construction activities below the waterline and the Bald Eagle, which could nest in the vicinity of this alignment.

This alignment could result in several displacements in Nebraska, but none in Missouri. In Rulo, five residences, a storage building, a restaurant/tavern and one public facility (the Rulo Jail buildings), would be displaced by this alignment. The Rulo Jail buildings and the Janet Barber residence are eligible for listing on the National Register of Historic Places (NRHP). The right-of-way requirement for this alternative is approximately 15.9 acres.

3. Alternative 2 (Selected Alternative)

Alternative 2 is parallel to and approximately 625 feet downstream (south) of the existing roadway bridge. The roadway begins at 4th Street in Rulo, which is the easterly end of the previous resurfacing work on U.S. 159, and extends 6,841 feet easterly to a point on existing U.S. 159, 3,900 feet east of the apparent centerline of the Missouri River. The alternative includes a new two-lane bridge with a 40-foot wide clear roadway on the structure.

The length of the Missouri River crossing is 2,450 feet and the total length of the alternative is 1.30 miles. The navigation channel is located along the western bank of the Missouri River, and results in an estimated 800-foot main unit length. The alignment is oriented normal to the navigation channel, which results in the shortest main unit length. The preliminary bridge cost for this alternative is \$16.2 million. Total project cost is estimated at approximately \$23.5 million.

This alternative impacts less than one acre of wetlands in Missouri and none in Nebraska. It

would have minor flood plain impacts as the bridge spans the floodway. There will be no displacements in Missouri while five residences and a storage building will be impacted in Rulo. One of the residences, the Janet Barber residence, is eligible for listing on the NRHP. The same three threatened and endangered species mentioned in the Alternative 1 discussion above could be impacted in Alternative 2. Approximately 16.4 acres of right-of-way will be required for this alternative.

4. Selected Alternative

The reasonable alternatives described above were evaluated for social, economic and environmental effects. The FEIS includes a detailed analysis of these effects. As a result of the detailed analysis, the selected alternative for this study is Alternative 2. The selection of Alternative 2 as the preferred alternative has been supported by NDOR, MoDOT and by comments received on the EIS and at the Public Hearing held on May 27, 2004. This project was reviewed and concurrence was received in its development through the Nebraska NEPA/Section 404 Merge process. The following agencies were involved:

- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Army Corps of Engineers
- United States Coast Guard
- Nebraska Game and Parks Commission
- Nebraska Department of Environmental Quality
- Missouri Department of Conservation
- Missouri Department of Natural Resources

The advantages of selecting Alternative 2 as the preferred action include:

1. Meets the purpose and need for the project.
2. Reduced total number of displacements, Alternative 2 will displace five residences and a storage building compared to five residences, a storage building, a restaurant/tavern and one historic site (Rulo Jail) for Alternative 1.
3. Has less impact on wetlands at east end of bridge.
4. Provides a better intersection arrangement at 1st Street/Stutsman.
5. Allows minimal disruption of traffic during construction when compared to Alternative 1.
6. Less impact on historic structures – does not require relocation of Rulo Jail.

C. Section 4(f) Evaluation

The U.S. 159 Missouri River Crossing FEIS includes the Final Section 4(f) Evaluation in Appendix E. Based on the results of the Section 4(f) Evaluation, the selected alternative would affect two Section 4(f) properties. These include the existing U.S. 159 Missouri River Bridge and the Janet Barber residence. An overview of each resource is included in the following section.

1. U.S. 159 Missouri River Bridge

Following an inventory in 1991 of historic buildings and structures in the state, the Nebraska State Historic Preservation Office (NESHPO) determined that the U.S. 159 Bridge (Structure

Number S159 01373) over the Missouri River was eligible for the NRHP. The bridge was listed on the NRHP in November 1992 as a part of the *Highway Bridges in Nebraska, 1870-1942 Multiple Property Listing*. The listing had the concurrence of the Nebraska State Historical Society and the Missouri Department of Natural Resources, Historic Preservation Program. The bridge is a regionally important crossing of the Missouri River and is significant for its long-span river bridge design and its association with the firm of Harrington and Cortelyou. The function of the bridge is a vehicle transportation facility. The bridge is included as a Section 4(f) and Section 106 resource. Removal of the bridge would result in an adverse effect to the historic property.

2. Janet Barber Residence

The Janet Barber Residence, while not currently listed on the NRHP, is considered eligible for listing in the category of Criterion C, architecture. Concurrence on the property's eligibility was granted by the Nebraska State Historical Society and appropriate documentation is included in Appendix C of the FEIS. The source of information for the residence was the Richardson County Assessor's Office. Survey of the site was done in March of 2002.

The Janet Barber Residence is located at Stutsman Street and existing U.S. 159 in Rulo, Nebraska. The residence was constructed in 1900 and is designated a Hall-and-Parlor home. The architect and builder are unknown. The residence is a one-story rectangular structure with stone foundation and weatherboard wall treatment. The roof type is gable and the roof material is asphalt shingle. The main façade faces west and there is a non-original flat-roofed porch. Fenestration is 1/1, double-hung, sash with modified pediment surrounds. There is a shed addition at the rear of the structure. The present use of the structure is a residence. The current owner is Janet Barber. The residence has retained the majority of its historic integrity and is eligible for listing in the National Register. The Janet Barber Residence is included as a Section 4(f) and Section 106 resource. Removal of the residence would result in an adverse effect to the historic property.

Coordination. Coordination with the Nebraska State Historic Preservation Office (NESHPO) was ongoing while the Section 4(f) Statement and the EIS were being prepared. A Memorandum of Agreement (MOA) has been developed and executed by the FHWA, Nebraska State Historic Preservation Officer, with the NDOR, MoDOT and the Missouri State Historic Preservation Officer acting as concurring parties. The MOA addresses all planning to minimize harm for the adversely impacted Section 4(f) resources.

Measures to Minimize Harm. The MOA details the necessary measures required to minimize and mitigate harm to the Section 4(f) resources. The MOA is part of the Final Section 4(f) Evaluation and a copy is included in Appendix E of the FEIS.

3. Avoidance Alternatives

Avoidance alternatives to the proposed action must be addressed in the Section 4(f). Avoidance alternatives to impacts on the U.S. 159 Missouri River Bridge and the Janet Barber residence include the "No-Build" Alternative and the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative. Under the "No-Build" Alternative, U.S. 159 would remain in its present configuration and location, thus avoiding impacts to 4(f) properties. Only minor restoration activities such as safety and maintenance improvements would be included with no capacity improvements. While the "No-Build" is the least expensive alternative, it would not address the need of the existing U.S. 159 to meet modern standards for horizontal and vertical clearances and would not improve safety. The efficiency of the U.S. 159 bridge and

highway corridor through Rulo would continue to decline under the "No-Build" alternative.

The TSM/TDM Alternative generally includes low-cost, traffic-flow improvements to manage congestion and make use of the existing facility. While the TSM/TDM Alternative would not impact any 4(f) properties or have an adverse affect on historic properties, the problems in this study cannot be adequately addressed through TSM/TDM measures. The study area is mainly rural in nature, with low traffic volumes and population. These types of improvements can do very little to maintain bridge structural integrity and address substandard geometry, therefore this alternative did not meet the purpose of the project and was not considered a reasonable alternative to the proposed action.

For these reasons, none of the avoidance alternatives were determined to be feasible or prudent.

D. Comments on the Final EIS

The 30-day public comment period for the FEIS began on October 28, 2005 with a published notification in the Federal Register. In accordance with NEPA, comments offered by public agencies, the general public, or other interested parties need to be addressed in the Record of Decision. The following section summarizes the comments received from the public and resource agencies on the FEIS. The 30-day minimum comment period for the FEIS ended on November 28, 2005.

1. PUBLIC COMMENTS

No public comments were received on the FEIS.

2. AGENCY COMMENTS

Three resource agency comment letters were received on the FEIS and are included in Appendix A. These comments are summarized in Table 1.

Table 1
Summary of Agency Comments on the FEIS

Commentor	Summary of Comment
State of Missouri Office of Administration (October 21, 2005)	None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review..
United States Environmental Protection Agency (November 22, 2005)	EPA appreciates the additional discussion on coordination and mitigation measures for 4(f) properties, environmental considerations between different bridge types, and the inclusion of Traffic System Management/Travel Demand Management in combination with build alternatives. EPA has no objections to the project as described in the FEIS.
United States Department of the Interior, Fish and Wildlife Service (December 6, 2005)	Based on the information in the FEIS, the Service concurs with the determination that the project is not likely to adversely affect the pallid surgeon.

E. Measures to Minimize Harm

Through a comprehensive review of the potentially affected environment and environmental consequences, no known issues were identified that would necessarily preclude or prevent the implementation of the U.S. 159 Missouri River Crossing project. All practical measures to minimize harm have been incorporated into the determination of the selected alternative, Alternative 2. All such minimization measures that were considered in choosing the selected alternative will be incorporated into all appropriate construction specifications and contracts.

Coordination will be maintained with regulatory agencies to ensure compliance with applicable regulations and guidelines for minimizing harm to the environment. It is anticipated that additional opportunities to minimize harm will be identified during the subsequent right-of-way acquisition phase and the design phase for the selected alternative. For all identified impacts, proper mitigation sequencing will be followed throughout this process. That is, all avoidance opportunities will be explored first. Where avoidance is not possible, steps to minimize harm will be implemented. Finally, when all reasonable opportunities to minimize harm have been exhausted, compensatory mitigation will be planned and implemented under the applicable regulatory guidelines.

As a result of the coordination undertaken to date, commitments to minimize harm to the environment have been made and are discussed in the following table:

Table 2
List of Commitments to Minimize Harm

Area of Concern	Page/Location in FEIS	Commitment/Mitigation
Geotechnical Considerations	III-2	A comprehensive geotechnical investigation of drilling sampling and testing, followed by engineering analysis, will be required during preliminary design to determine foundation types, sizes and depths.
	III-3	Temporary impacts to streams, stream banks and riparian zones from construction activities will be minimized by using best management practices including seeding and mulching, and by using standard erosion protection devices such as ditch checks and silt fences. Slopes and ditches will be properly designed during the design phase to minimize erosion, as practical.
	III-3	During the design phase, local private wells will be identified and impacts remediated or wells plugged and replaced.
Farmland Impacts	III-5	Right-of-way will be limited to that necessary for transportation uses. No Farmland Protection Policy Act farmland ratings exceed the 160-point threshold established for consideration of farmland protection measures.
Relocation Impacts	III-7	Adverse impacts of right-of-way acquisition will be offset by payment of fair market value for property rights and damages that may accrue as a result of the taking. Private property that is required for this project will be acquired under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Area of Concern	Page/Location in FEIS	Commitment/Mitigation
Air Quality	III-11	In both Nebraska and Missouri, an air quality evaluation is not required since traffic volumes fall below the threshold for National Ambient Air Quality Standards.
Noise Impacts	III-12	Noise abatement measures are not required for the project because future build noise levels did not approach or exceed the noise abatement criteria established by 23 CFR 772. During the design and construction phase of the project, every effort will be made to ensure community awareness of the project, control source and site noise emissions, and manage work hours on the construction site to minimize noise emissions.
Water Quality	III-13	Best management and construction practices will be used during the design and construction phases of the project to protect water quality and minimize erosion and sedimentation. Any fill materials used will be clean and will meet the specifications of NDOR and MoDOT. A plan for erosion control and re-establishing vegetation will be put in place during construction.
Wetland Impacts	III-14	A wetland delineation report, with a refined alignment and specific right-of-way and construction easement boundaries, will be prepared and submitted to the U.S. Army Corps of Engineers for verification. The wetland mitigation could include on site wetland creation, off site wetland creations and improvement or alteration of existing wetlands to enhance function and value. MoDOT anticipates that wetland mitigation of minimized impacts could be located in adjacent Missouri River flood plain.
	III-31	For riparian woodlands that are impacted, tree removal can be mitigated on site by additional tree planting. MoDOT has a requirement of replacing two trees for every one taken for right-of-way purposes.
Flood Plain Impacts	III-15, 16	The proposed roadway and bridge elevations are set above the 100-year frequency flood elevations, based on studies prepared by the Federal Emergency Management Agency (FEMA). However, on the Missouri side, the existing roadway is below the 100-year frequency flood elevation but was deemed too costly to be feasible to raise in elevation during construction. The project construction will incorporate those features necessary to meet National Flood Insurance Program standards, FEMA, State Emergency Management Agency (SEMA), and local agency guidelines, and the regulatory requirements of the Corps of Engineers that apply to the Missouri River and its floodway and flood plain. All practical measures to minimize impacts to the flood plain will be incorporated into the project design. Applicable FEMA and SEMA floodplain development permits will be obtained (See Permits below). A "no-rise" certificate will be obtained prior to issuance of the floodplain development permits.

Area of Concern	Page/Location in FEIS	Commitment/Mitigation
Threatened and Endangered Species	III-17	The United States Fish and Wildlife Service (USFWS) may require sampling for the pallid sturgeon prior to construction. The USFWS would coordinate the timing of this activity with NDOR and MoDOT once the construction period has been determined for the project. Seasonal construction restrictions could be employed in this location to avoid the pallid sturgeon over wintering period, which extends from September through April, if deemed necessary.
	III-19	Prior to construction or land clearing activities in the area south of the existing highway bridge, the area will be surveyed for Indiana Bat activity and the Natural Heritage Database will be reviewed again by MoDOT. Construction activities may be restricted in accordance with MoDOT policy concerning Indiana Bat habitat, if bats are present. Should the presence of the Indiana Bat be noted, seasonal cutting restrictions, between April 1 and September 30, may be implemented.
Parks and Wildlife	III-21	<p>To the extent practicable, NDOR will schedule vegetation clearing and bridge demolition activities outside of the primary nesting season dates of April 1 to July 15 to avoid or minimize adverse impact to nesting migratory birds. In the event that vegetation clearing and/or bridge demolition must be done when migratory birds may be present, a survey will be conducted to document the presence/absence of active nests (i.e., occupied by eggs or young birds). The results of a field survey for nesting birds, along with the information regarding the qualification of person(s) performing the survey, will be documented and maintained on file for potential review. Bridges shall be maintained to preclude nesting activity (e.g. netting and/or clearing of inactive nests from the structure prior to nesting activity).</p> <p>Should active nests be observed and the contractor and NDOR project manager determine that they cannot be avoided until after the birds have fledged (left the nest), and if no practicable or reasonable avoidance alternatives are identified then the contractor will complete a Federal Fish and Wildlife License/Permit Application Form 37 and submit it to the USFWS's Migratory Bird Program Office in Denver, Colorado. The contractor may proceed with work on the affected project activities following receipt of the approved permits.</p>
Cultural Resources	III-22	The Missouri archaeology will be done following acquisition of property on the Missouri side of the project.
	III-22	If, upon final project design, it is determined that archaeological property 25HR131 or any additional, yet-to-be-discovered National Register eligible properties will be impacted, a Memorandum of Agreement (MOA) will be developed and implemented.
	III-23	If human burials are discovered during construction, the Richardson County Attorney and Highway Archeology Program staff will be notified as a first step in complying with the Nebraska Unmarked Human Burial Sites Protection Act. On the Missouri side of the project, parallel construction options will be included for the unexpected discovery of human remains during construction.

Area of Concern	Page/Location in FEIS	Commitment/Mitigation
Cultural Resources	III-24	A retaining wall will be used to limit right-of-way impacts on the south side of Stutsman Street to avoid adverse impacts to eligible historic resources including the Cunningham residence, the Israel May residence and the Zentner residence.
	Appendix E	Measures to minimize harm and the proposed mitigation activities would be carried out as stipulated in the MOA included in Appendix E of the FEIS for the National Register eligible 4(f) resources that are impacted by the selected alternative including the existing U.S. 159 bridge and the Janet Barber residence. As stated in the MOA, NDOR will compile documentation of the U.S. 159 bridge and the Janet Barber residence to record their present appearance and history including a site plan, photographs and an historic overview prior to removal of these resources.
Hazardous Waste	III-27	Project sponsors will identify wastes prior to the "clearing tract, demolition/disposal of debris type contracts" for any newly acquired right-of-way. These wastes include examples such as pesticide containers, lead based paint debris, abandoned vehicle batteries and light fixtures like PCB ballasts and mercury and lead solder bulbs. Due to the age of lighting units throughout the project, there may be older types of lighting wastes to dispose of during demolition and construction. Wastes subject to the Toxic Substances Control Act of 1976 (TSCA) and RCRA shall be transported to a pre-approved recycler or Treatment, Storage, Disposal Facility (TSDF).
Section 4(f) Evaluation	Appendix E	Measures to minimize harm and the proposed mitigation activities would be carried out as stipulated in the Final Section 4(f) Statement included in Appendix E of the FEIS for the National Register eligible 4(f) resources that are impacted by the selected alternative including the existing U.S. 159 Bridge and the Janet Barber residence.
Permits	III-31	<p>The following permits and approvals will be obtained for the project:</p> <ul style="list-style-type: none"> • Section 9 Permit from the United States Coast Guard • Section 404 and Section 10 Permit from the United States Army Corps of Engineers. • Section 404 Nationwide Permit No. 15 United States Coast Guard Approved Bridge Permit. • Section 401 Water Quality Certification from the Nebraska Department of Environmental Quality and an individual Section 401 certification from the Missouri Department of Natural Resources Water Pollution Control Section. • Compliance with the Nebraska Floodplain Management Act and a floodplain development permit from Missouri. This includes a No Rise Certification.

Area of Concern	Page/Location in FEIS	Commitment/Mitigation
Construction Impacts	III-32	During roadway, bridge and culvert construction, turbid water and suspended solids may be discharged from pumps used in dewatering activities. Best management practices will be used to minimize the turbidity caused by suspended particles in storm water discharges to the waters of Nebraska and Missouri. The best management practices could include practices such as stilling basins, grass buffer zones, sediment traps and installation of temporary erosion controls prior to culvert extensions and bridge embankments.
	III-32	Once the existing river bridge piers are removed to below the ground line, the area will be re-seeded with native vegetation.
	III-32	Flaking lead paint will be removed from localized areas of the existing bridge and contained, prior to demolition.
	III-33	The contractor is required to be familiar with, to observe and to comply with all federal, state and local laws, ordinances and regulations for construction noise during the performance of his work.
	III-33	Standard construction practices will be used to minimize construction related air quality concerns during construction.
	III-33	Traffic on the existing bridge will be maintained during the construction period and access to businesses and residences will be provided to the extent possible through controlled construction scheduling.
	III-33,34	The Contractor for the project will furnish the borrow areas. The Contractor will obtain environmental clearances and approvals for borrow areas from appropriate state or federal agencies. Restoration of borrow areas will include appropriate state and federal agency requirements and property owner preferences.
	III-34	Prior to construction activities taking place, threatened and endangered species of wildlife surveys may be conducted to determine if special considerations are appropriate to minimize adverse impacts including seasonal restrictions on land clearing and tree removal or demolition and construction activities in the river. See Threatened and Endangered Species and Parks and Wildlife above.
Navigation Impacts	III-35	No impacts to recreational or barge traffic are anticipated from construction of a new bridge.

F. Monitoring or Enforcement Program

Monitoring or enforcement of specific mitigation measures include project specifications for drainage and erosion control, borrow area selection and restoration, and waste disposal. Archaeological and historic objects or sites uncovered during construction will be reviewed by the State Historic Preservation Office for determination of appropriate treatment, during which time construction activities in the area of concern would be halted. Additionally, if human remains are found during construction activities, construction must stop in that area, and procedures set forth by the state must be followed (Nebraska Statute Chapter 12-1201 through 12-1212) The presence of nesting birds will be reviewed with the U.S. Fish and Wildlife Service for determination of appropriate action.

G. Summary

The determination of the Selected Alternative (i.e., Alternative 2), as documented in the Final EIS, is made following thorough consideration of all social, economic and environmental factors and after an extensive program of agency coordination and public involvement. The proposed action and the environmental consequences associated with its construction are accurately presented in the FEIS.

H. Approval of Record of Decision

It is the decision of the Federal Highway Administration to adopt the recommended Alternative 2 as the proposed action for this project.

Date: _____ January 11, 2006 _____ Approving Official: _____

William M. Beunell

Federal Highway Administration

APPENDIX A

List of Letters

Sender	Date
Agency:	
State of Missouri, Office of Administration	October 21, 2005
United States Environmental Protection Agency	November 22, 2005
United States Department of Interior, Fish and Wildlife Service	December 6, 2005

Matt Blunt
Governor



Michael N. Keathley
Commissioner

State of Missouri
OFFICE OF ADMINISTRATION
Intergovernmental Relations
Post Office Box 809
Jefferson City, 65102
573/751-1851

10/21/05

Author B. Yonkey
Planning & Project Development Engineer
State of Nebraska
1500 Highway 2
P.O. Box 94759
Lincoln, NE 68509-4759

Dear Mr. Yonkey:

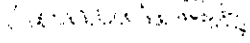
Subject: 0510019
EA Assistance

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,


Sara VanderFeltz
Administrative Assistant

cc:



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

NOV 28 2005

22 NOV 2005

Edward Kosola
Realty/Environmental Officer
Federal Highway Administration
100 Centennial Mall North
Lincoln, Nebraska 68508

Dear Mr. Kosola:

Re: Comments on the Final Environmental Impact Statement (FEIS) for the U.S. 159 Missouri River Crossing at Rulo, Nebraska

The Environmental Protection Agency (EPA) has reviewed the Final Environmental Impact Statement (FEIS) for the U.S. 159 Missouri River Crossing at Rulo, Nebraska. Our review is provided pursuant to the National Environmental Policy Act (NEPA) 42 U.S.C. 4231, Council on Environmental Quality (CEQ) regulations 40 C.F.R. Parts 1500-1508, and Section 309 of the Clean Air Act (CAA). The Final EIS was assigned a CEQ number of 20050443.

EPA appreciates the additional discussion on coordination and mitigation measures for 4(f) properties, environmental considerations between different bridge types, and the inclusion of Traffic System Management/Travel Demand Management in combination with build alternatives. EPA has no objections to the project as described in the FEIS.

If you have any questions, please contact me at (913) 551-7148.

Sincerely,

Joseph E. Cothem
NEPA Team Leader
Environmental Services Division

cc: Art Yonkey, NDOR



DEC 09 2005



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Columbia Ecological Services Field Office
101 Park DeVillie Drive, Suite A
Columbia, Missouri 65203-0057
Phone: (573) 234-2132 Fax: (573) 234-2181



December 6, 2005

Mr. Edward W. Kosola
Realty/Environmental Officer
Federal Highway Administration
Nebraska Division FHWA
100 Centennial Mall, North, Room 220
Lincoln, Nebraska 68508-3851

Dear Mr. Kosola:

Please refer to the October 2005 final environmental impact statement (FEIS) for replacement of the U.S. Highway 159 Bridge in Rulo, Nebraska (BR159-7(105)). The Columbia, Missouri, Office of the U.S. Fish and Wildlife Service (Service) has coordinated our review with the Service's Grand Island Nebraska Office, and submits the following comments pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.).

The Service has previously commented through the Department of the Interior regarding potential project-related fish and wildlife resources. By this letter, we are notifying you that based on the information in the FEIS, the Service concurs with your determination that the project is not likely to adversely affect the pallid sturgeon. Should the project scope or location change, please reinitiate consultation with this office via a telephone call.

We appreciate your continued coordination throughout project planning. If you have any questions regarding our comments, please contact ~~Mr. James Ledwin~~ (573-234-2132, extension 109).

Sincerely,

Charles M. Scott
Field Supervisor

✓cc: FWS, Grand Island, NE (Anschutz)

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12/29/05
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STATE OF NEBRASKA

Dave Heineman
Governor

DEPARTMENT OF ROADS

John L. Craig, Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402)471-4567 • FAX (402)479-4325 • www.dor.state.ne.us

October 12, 2005

Nebraska Historical Society
Attn: Bob Puschendorf
1500 R Street
PO Box 82554
Lincoln NE 68501-2554

0201-003-01

RH00-66

Re: Project No. BR-159-7(105)
U.S. 159 Missouri River Crossing
Richardson County, Nebraska to Holt County, Missouri

The attached Final Environmental Impact Statement and Final Section 4(f) Statement for the above referenced project is submitted to your office in accordance with the policy and procedures of the United States Department of Transportation, Federal Highway Administration, for implementing Section 102(2)(c) of the National Environmental Policy Act of 1969.

The attached statement is a copy (copies) as approved by the Federal Highway Administration and submitted to the Environmental Protection Agency. The statement is being sent to you for your information.

Sincerely,

Arthur B. Yonkey
Planning & Project Development Engineer

ABY/LS/PDV2-sas

Attachment

xc: Federal Highway Administration, Nebraska Division Office
File



U.S. Department
of Transportation
**Federal Highway
Administration**

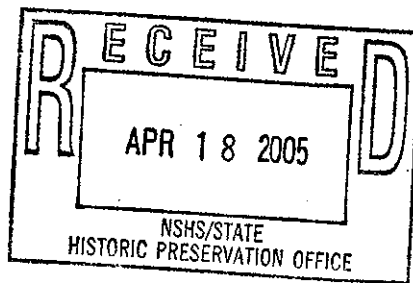
100 Centennial Mall North, Room 220
Lincoln, NE 68508-3851
Nebraska.FHWA@FHWA.DOT.GOV

April 6, 2005

NEBRASKA DIVISION FHWA

Len Sand
Nebraska Department of Roads
Lincoln, NE

Dear Mr. Sand:



In Reply Refer To:
HRW-NE

0201-003 01
RH00-66

BR-159-7(105)
CN 12381
Rulo Bridge Study

Enclosed is the signed Memorandum of Agreement (MOA) between Federal Highway Administration (FHWA) and the NE State Historic Preservation Office (NeSHPO) regarding the subject project. Please use this MOA in completing the Environmental Impact Statement on this project.

Sincerely yours,

Edward W. Kosola
Environmental/Realty Officer

Enclosure

APR 04 2005



Preserving America's Heritage

March 10, 2005

Mr. Edward W. Kosola
Realty/Environmental Officer
Federal Highway Administration
Nebraska Division
100 Centennial Mall North, Room 220
Lincoln, NE 68508-3851

REF: Proposed US 159 Missouri River Crossing Project
Rulo, Richardson County, Nebraska
Project No. BR-159-7(105), CN 12381

Dear Mr. Kosola:

On February 24, 2005, the ACHP received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing on the National Register of Historic Places. Based upon the information you provided, we do not believe that our participation in consultation to resolve adverse effects is needed. However, should circumstances change and you determine that our participation is required, please notify us. Pursuant to 36 CFR 800.6(b)(iv), you will need to file the final Memorandum of Agreement and related documentation at the conclusion of the consultation process. The filing of the Agreement with us is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. Also, we wish to inform you of some recent office-wide initiatives. The ACHP is moving towards transmitting correspondence electronically. In order for us to correspond with you electronically, please include an email address in all future correspondence. If you have any questions or require further assistance, feel free to contact Carol Legard, our FHWA Liaison, at 202-606-8503.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

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4/04/05
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MAR 24 2005

MEMORANDUM OF AGREEMENT
BETWEEN FEDERAL HIGHWAY ADMINISTRATION
AND THE NEBRASKA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE U.S. 159 MISSOURI RIVER CROSSING AT RULO, NEBRASKA
SUBMITTED TO THE ADVISORY COUNCIL
ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR § 800.6(a)

WHEREAS, the Federal Highway Administration (FHWA) has determined that the U.S. 159 Missouri River Crossing Improvement Project, Richardson County, Nebraska, and Holt County, Missouri (Project No. BR-159-7 (105) and 1P0777 is a federal undertaking and will have an effect upon the National Register listed property, the Rulo Bridge and the National Register eligible property, the Janet Barber Residence;

WHEREAS, the FHWA has consulted with the NESHPO and the Missouri State Historic Preservation Office pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations at 36 CFR Part 800;

WHEREAS, The Nebraska Department of Roads (NDOR) and the Missouri Department of Transportation (MODOT) have participated in the consultation and have been invited to concur in this Memorandum of Agreement; and

WHEREAS, the definitions given in Appendix A are applicable throughout this Memorandum of Agreement;

WHEREAS, the Missouri State Historic Preservation Officer has agreed that the Nebraska Historic Preservation Officer will have jurisdiction with regard to the Rulo Bridge; and

WHEREAS, in accordance with 36 CFR Part 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination with specified documentation and the Council has chosen not to participate in the consultation pursuant to 36 CFR Section 800.6(a)(1)(iii);

NOW, THEREFORE, FHWA, NDOR, MODOT and the Nebraska SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

FHWA and NDOR shall ensure that the following measures are carried out.

1. NDOR will compile documentation on the Rulo Bridge and the Janet Barber Residence to record their present appearance and history before any of the alterations agreed upon pursuant to the recordation plan outlined in Attachment A.
2. No project activity that would threaten the Rulo Bridge and the Janet Barber Residence will be initiated until photographic and necessary on site documentation has been completed and approved in writing by the NESHPO.

3. The FHWA and NDOR shall ensure that all documentation is compiled and accepted by the NESHPO in writing and copies of this documentation are made available to the NESHPO and any appropriate local archives designated by the NESHPO.
4. The FHWA and NDOR shall ensure that all stipulations from the March 1991 Historic Bridge Programmatic Agreement and Management Plan Among the FHWA, ACHP, and NESHPO are incorporated; namely Stipulation III. C. 2, detailing the potential sale and/or removal of the bridge from its current location.
5. This agreement will be null and void if its terms are not carried out within three (3) years from the date of its execution. Prior to such time, the FHWA may consult with the other signatories to reconsider the terms of the agreement and amend in accordance with Stipulation 8 below.
6. Each year following the execution of this agreement until it expires or is terminated, FHWA shall provide all parties to this agreement a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this agreement. Failure to provide such summary report may be considered noncompliance with the terms of this MOA pursuant to Stipulation 8, below.
7. Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with the objecting party to resolve the objection. If FHWA determines, within 30 days that such objection cannot be resolved, FHWA will:
 - a. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR Section 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.
 - b. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA may render a decision regarding the dispute. In reaching its decision, FHWA will take into account all comments regarding the dispute from the parties to the MOA.
 - c. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. FHWA will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. FHWA's decision will be final.
8. If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR Section 800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation 9 below.

9. If an MOA is not amended following the consultation set out in Stipulation 8, it may be terminated by any signatory or invited signatory. Within 30 days following termination, the FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR Section 800.6(c)(1) or request the comments of the Council under 36 CFR Section 800.7(a) and proceed accordingly.
10. The FHWA and MODOT shall work with the Missouri SHPO to ensure that prior to project construction activities, appropriate cultural resources investigations are conducted for those portions of the proposed corridor in Missouri for which access currently is denied.

Execution of this Memorandum of Agreement by FHWA, NDOR and MODOT and the Nebraska SHPO, the submission of documentation and filing of this Memorandum of Agreement with the Council pursuant to 36 CFR Section 800.6(b)(1)(iv) prior to FHWA's approval of this undertaking, and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the Council an opportunity to comment.

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

BY: Edward W. Kasala DATE: 2/6/05

NEBRASKA STATE HISTORIC PRESERVATION OFFICER

BY: Bob Kuehndorf Deputy DATE: 3/22/05

Concurring Parties:

NEBRASKA DEPARTMENT OF ROADS

BY: Arthur B. Gonbey DATE: 3-2-05

MISSOURI DEPARTMENT OF TRANSPORTATION

BY: Diane Hoken DATE: 02/10/05

MISSOURI STATE HISTORIC PRESERVATION OFFICER

BY: Mark A. Miller DATE: 01/31/05

APPENDIX A

Recordation Plan Requirements Rulo Bridge

Nebraska Historic Buildings or Bridge Survey site numbers (to be provided by NESHPO) property name and address shall be placed on all material. Title sheet, site plans, and photographs shall be prepared utilizing HABS/HAER standards and submitted in no larger than a two inch three-ring binder format. All documentation shall be submitted to and stored at the Nebraska State Historic Preservation Office.

Documentation shall include:

1. Title sheet with a vicinity map of the structure. The structure's location shall be established with Universal Transverse Mercator (UTM) Grid system location data, derived from a 7.5 minute USGS quadrangle map. Identification of the USGS quadrangle; UTM coordinates; structure name shall all be included in a title block immediately below the map.
2. A site plan, scaled at 1" – 100 feet for the bridge. The site plan shall include the relationship of all primary landscape features. Key all photos to the plan showing the point of view, direction of view, using NESHPO photo number of the photographs (see photograph requirements below.)
3. Photographs: The preparation of black-and-white, archivally stable zone system negatives and prints will minimally be 4" by 5" format with original negatives and contact sheets provided to the NESHPO. Negatives shall be properly placed in acid-free paper jackets. Each photograph shall be keyed to the site map. Negative envelopes, contact sheets, and prints shall be identified in accordance with NESHPO standards.

Photographic documentation shall minimally include:

- A. List of photographs
 - B. Views of all facades, including representative close ups.
 - C. Streetscape views of the general environs.
4. Historic Overview. Provide a comprehensive historic overview (between 2 and 10 pages as appropriate) of the property including construction date and data, property description, narrative history and historic context.

Recordation Plan Requirements Janet Barber Residence

1. Site map showing the location of the residence and its physical relationship to the Rulo Bridge.
2. 35 mm black-and-white photographs documenting all angles of the house, its setting, and relationship to the Bridge. If permission granted, interior photos shall also be submitted. Images shall be numbered and labeled with the site number, date, and direction of image.
3. A comprehensive historic overview (between 2 and 5 pages as appropriate) of the property including construction date, architectural description, narrative historic and local historic context.

All material must be reviewed and accepted by the NESHPO in writing.

pdv1-zc



NEBRASKA STATE HISTORICAL SOCIETY
100 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 1-800-833-6747 www.nebraskahistory.org

August 7, 2003

Mr. Leonard Sand
NDOR-1500 Highway 2
P.O. Box 94795
Lincoln, NE 68509-4759

RE: Determinations of effect report - Rulo Bridge Replacement Study BR-159-7(105); HP#0201-003-01

Dear Len:

We have reviewed the referenced document prepared by Architectural and Historical Research, LLC. Our comments on this project are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and 36CFR Part 800.

The document is a very good example of how this type of report should be assembled, and we concur with its findings. If you also concur with the findings of the report, we should begin consultation to seek ways to minimize or mitigate the adverse effects the project will have on historic properties.

Please do not hesitate to call Bill Callahan at 471-4788 if you have any questions. Thank you for this opportunity to comment.

Sincerely,

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historic Preservation Office

Cc: Ed Kosola
Melissa Dirr
Cyd Millstein

STATE OF NEBRASKA

DEPARTMENT OF ROADS

John L. Craig, Director

1500 Highway 2

PO Box 94759

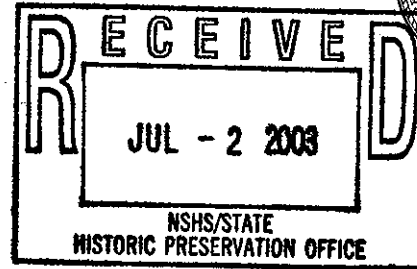
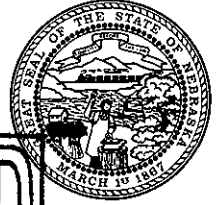
Lincoln NE 68509-4759

Phone (402)471-4567

FAX (402)479-4325

www.dor.state.ne.us

June 27, 2003



Mike Johanns
Governor

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historic Preservation Office
PO Box 82554
Lincoln NE 68501-2554

Re: Project No. BR-159-7(105)
C.N. 12381
Rulo Bridge Study
Section 106 Evaluation, HP0201-003-01
Determination of Effects

Attention: Bill Callahan

The Architectural Resources report for the above-mentioned project has been reviewed by your office. A letter dated February 25, 2003 documented the results of that review.

The Federal Highway Administration has requested that a Determination of Effects statement be prepared and submitted to your office for concurrence. This document will be included in the Draft Environmental Impact Statement (DEIS) for the US-159 project. The attached document indicates the effects that would result from the construction of either of the alternatives that would be carried forward in the DEIS.

Please review and comment. If there are any questions, please call 479-4411.

Thank you for your assistance.

Sincerely,

Leonard J. Sand
Highway Environmental Program Manager
Planning and Project Development Division

LJS/G5-A1

Attachment

cc: Ed Kosola - FHWA



ARCHITECTURAL AND HISTORICAL RESEARCH

CULTURAL RESOURCES CONSULTANTS

June 25, 2003

Mr. Bill Callahan
State Historic Preservation Office
Nebraska State Historical Society
P. O. Box 82554
Lincoln, NE 68501-2554

**Re: Project BR-159-7 (105), CN-12381, Rulo Bridge Study,
Determination of Effect
U.S.-159 Missouri River Crossing, Rulo, Nebraska**

Dear Mr. Callahan:

The following determination of effect is provided for the historic properties within the U.S. 159 Missouri River Crossing Environmental Impact Statement at Rulo, Nebraska. These properties have been determined eligible for listing in the National Register of Historic Places (NRHP). The criteria of adverse effect found at Section 800.5 of Section 106 of the National Historic Preservation Act of 1966 as amended, and implementing regulations at 36 CFR Part 800, has been applied to all historic properties identified, and recommendations follow. Your review and concurrence is requested.

Alternatives under consideration

The Build Alternatives 1 and 2 and the No-Build were found to be reasonable alternatives retained for further study in the Draft Environmental Impact Statement (DEIS). The DEIS states that Alternative 2 is the preferred alternative for this study.

The Reconstruction of Stutsman Street with regard to Alternatives 1 and 2

The reconstruction of Stutsman Street in Rulo, from west of 1st Street to 4th Street is common to each build alternative. Existing Stutsman Street will be reconstructed to provide a 30-foot curbed roadway, with sidewalks on each side. The elevation of Stutsman Street in relation to the surrounding properties has resulted in the need for the use of a retaining wall to limit right of way impacts for construction of the planned project. A retaining wall would be constructed along segments of Stutsman Street, on the south side, see attached figures. [Figure 1 shows the proposed typical section for Stutsman Street from 1st to 4th Streets in Rulo, Figures 2 – 4 show the reconstructed street in relation to the historic structures].

The effect on each NRHP eligible historic property as a result of each reasonable alternative is discussed in the following section.

Determination of Effect

No-Build Alternative

The No-Build Alternative will not affect any of the nine NRHP eligible historic properties or the NRHP listed U.S. 159 Missouri River Bridge.

Alternative 1

The Janet Baker Residence, the Rulo Jail and adjacent building will be removed as part of Alternative 1. Based on an analysis of the surveyed properties within the APE, the removal of these National Register eligible properties will result in an adverse effect to each specific site. In addition, the Rulo Bridge, previously listed in the National Register, will be removed, resulting in an adverse effect.

The retaining wall along Stutsman Street, as described above, would be approximately 8-feet high in the area of the B. F. Cunningham Residence (106 S. 3rd Street). The building resides on a slight incline and the proposed wall does not affect the physical qualities of the property that make it eligible for listing on the National Register. No right-of-way would be taken at this location and the existing street is being reconstructed along the current alignment with the existing two-lane capacity being perpetuated. There is no effect to this site. (See Figure 2.)

The remaining eligible properties, including the William Strecker Residence (3rd Street, north of Stutsman), the Charles Gagnon Residence (Stutsman and 2nd Street), the Isreal May Residence (Stutsman and 2nd Street), the Zentner Residence (105 S. 3rd Street) and the Rulo Auditorium (First Street) will not be affected by the project, or the proposed retaining wall shown in Figures 3 and 4.

Alternative 2

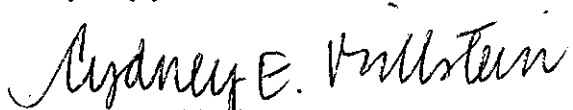
The Janet Baker Residence, eligible for listing in the National Register, and the National Register listed Rulo Bridge will be removed as part of Alternative 2. These removals would result in an adverse effect to each specific site. As described in Alternative 1, a retaining wall will be constructed on Stutsman Street adjacent to the B. F. Cunningham Residence (106 S. 3rd Street; see Figure 2). This wall does not affect the physical qualities of the property that make it eligible for listing in the National Register. There is no effect to this site.

The remaining eligible properties, including the William Strecker Residence (3rd Street, north of Stutsman), the Charles Gagnon Residence (Stutsman and 2nd Street), the Isreal May Residence (Stutsman and 2nd Street), the Zentner Residence (105 S. 3rd Street) and the Rulo Auditorium (First Street) will not be affected by the project, or the proposed retaining wall shown in Figures 3 and 4.

It is important to note that any modification to the alignments would change the APE and any amendment to this survey will warrant further evaluation and recommendation of potential historic resources. It is our opinion that the properties previously mentioned would be affected as described. We respectfully request your concurrence with these determinations. If it is determined that the above named resources may be adversely affected, then the FHWA will

coordinate with the SHPO, and enter into consultation to complete a Memorandum of Agreement (MOA).

Very truly yours,


Cydney E. Millstein

Enclosure

cc: Edward Kosola, Realty/Environmental Officer FHWA
Steve McBeth, P.E. NDOR
Leonard Sand, NDOR
Renate Wilkinson, P.E. MoDOT District 1
William Clawson, P.E. HNTB

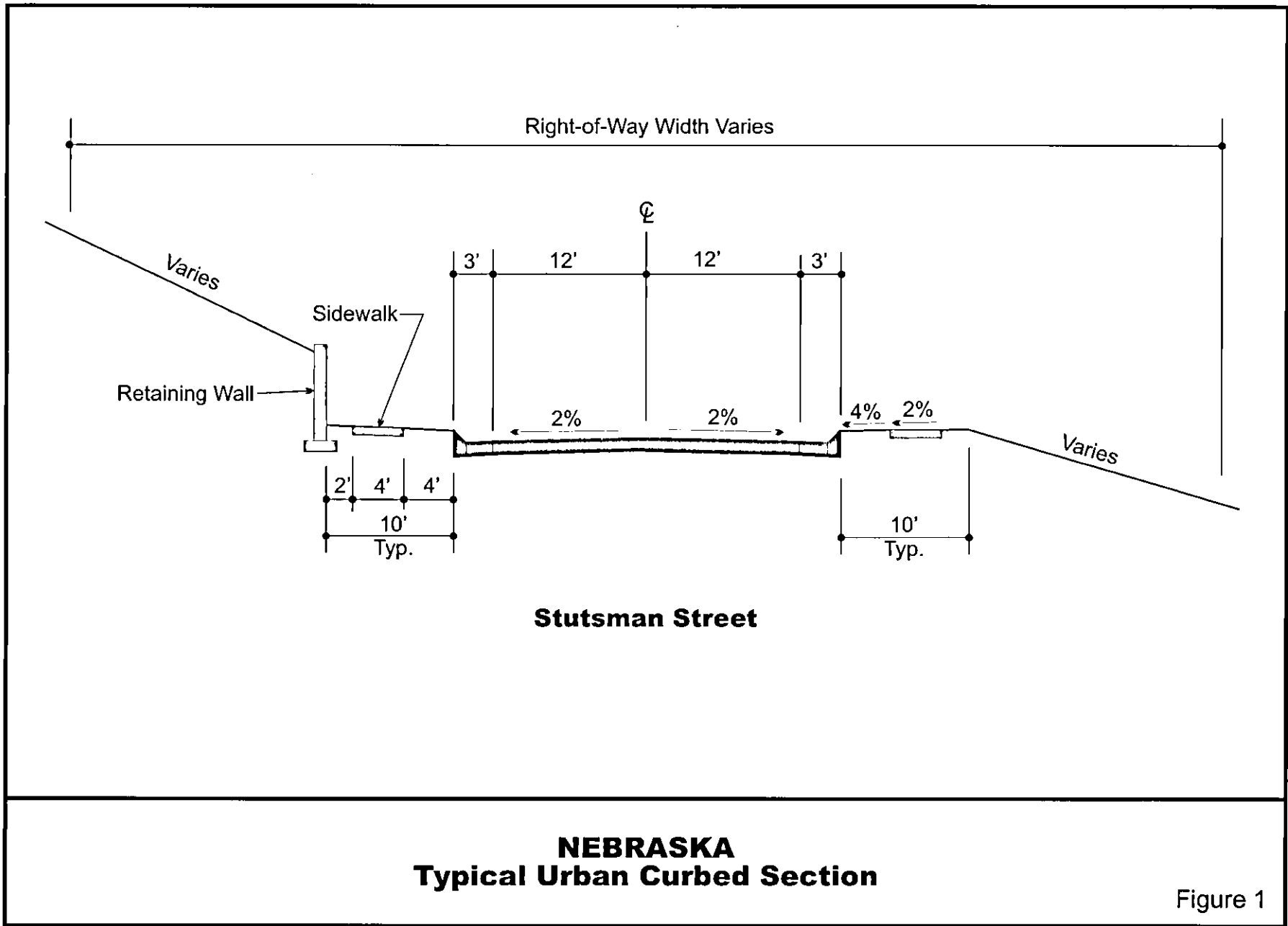
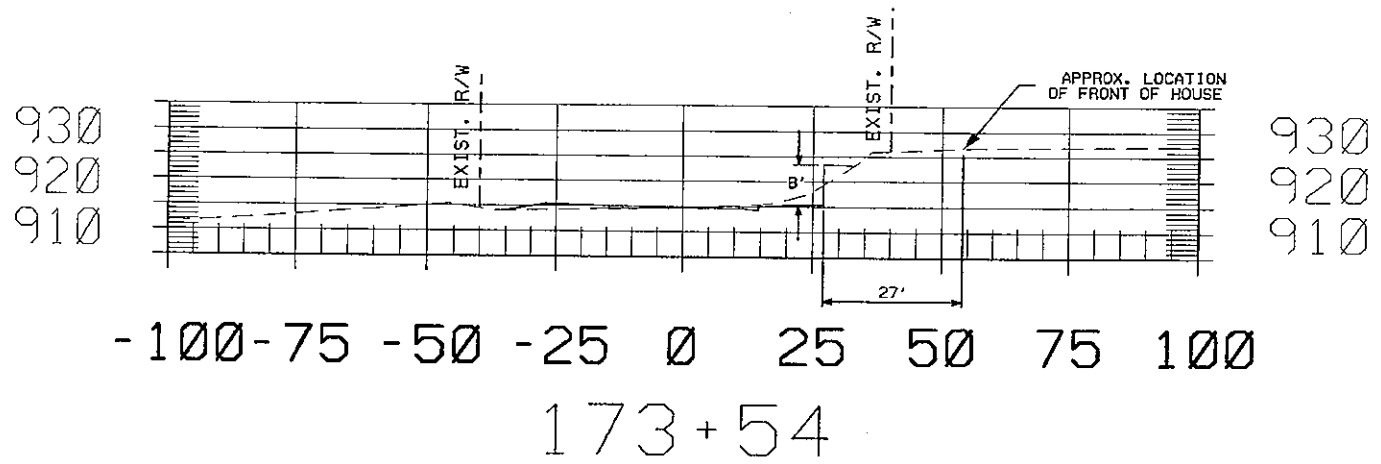
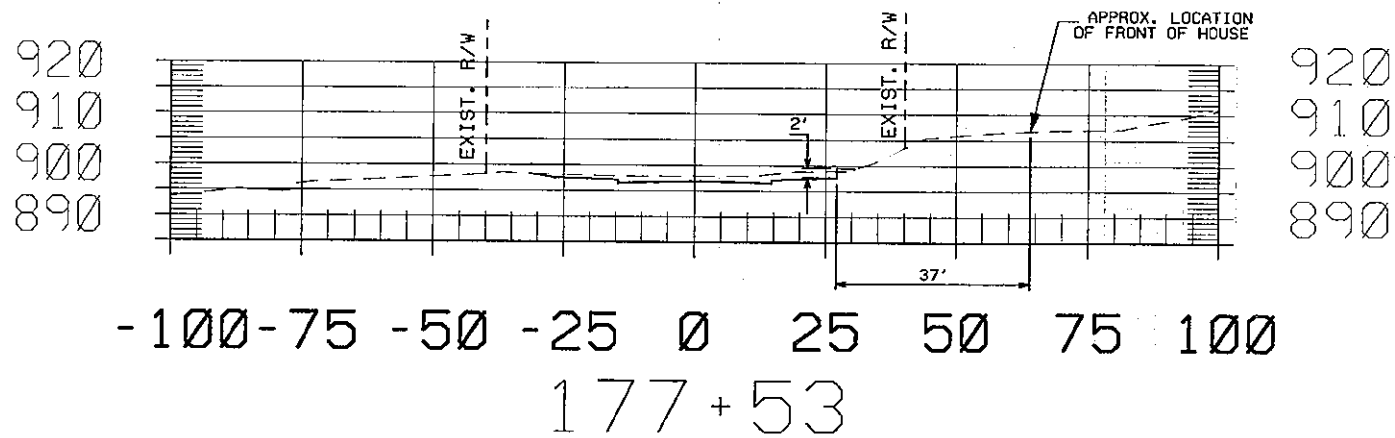


Figure 1



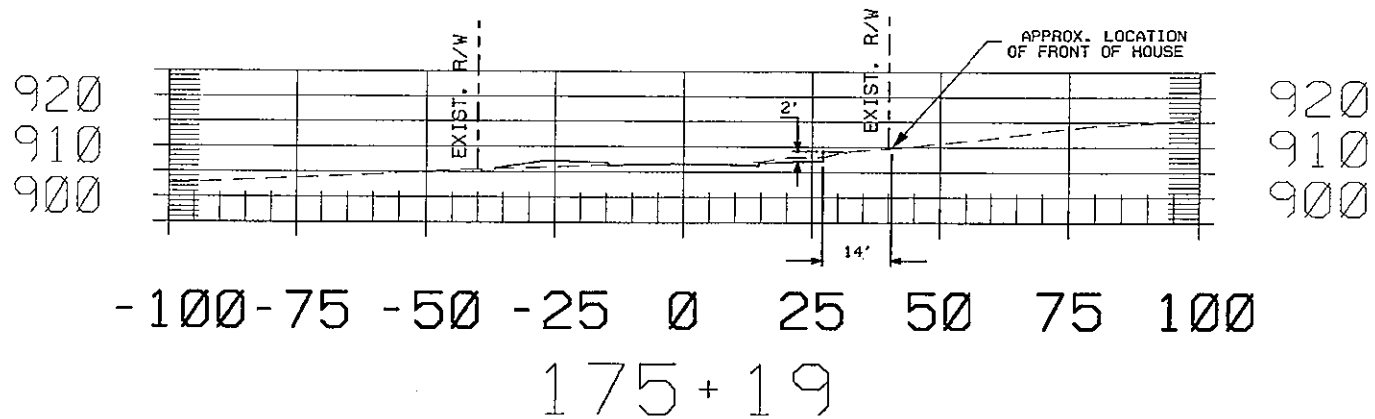
Cunningham Residence

Figure 2



Isreal May Residence

Figure 3



Zentner Residence
(Looking west on US 159 - 2nd to 3rd Streets)

Figure 4

APPENDIX C

**Section 106 Evaluation:
Executive Summary of Architectural Resources
of the Rulo Bridge Replacement Study
Richardson County, Nebraska
Project Number: BR-159-7(105)**

Introduction

In March 2000, The Nebraska Department of Roads (NDOR) contracted with HNTB Engineering, Inc., Kansas City, Missouri, to conduct a location and environmental impact statement for the rehabilitation or replacement of the Rulo Bridge where it crosses the Missouri River on Highway 159. The study is being conducted to identify a preferred transportation improvement alternative in consideration with environmental and engineering constraints.

The scope of work includes the preparation and completion of the Section 106 Compliance, Phase I tasks, for architectural and structural properties located within the APE (see below). The Section 106 report, including field work, research and photography, was performed by Cydney E. Millstein, Architectural and Historical Research (AHR), L.L.C., Kansas City, Missouri, under contract with HNTB. Mary Ann Warfield, AHR, assisted in the fieldwork and research.

Two previous studies conducted in the area were examined, including "A History and Historic Sites Survey of Johnson, Nemaha, Pawnee and Richardson Counties in Southeastern Nebraska (1969)" and The Nebraska Buildings Survey for Richardson County (1993). In addition, The HABS/HAER inventory for the Rulo Bridge and the subsequent National Register Nomination for the historic span were studied.

Survey Boundaries and Resources

The study corridor width is approximately 1000' parallel to the south of the existing 159 Highway alignment, allowing for "adequate flexibility to develop several alignments with a minimum (125') right-of-way." The survey boundaries, or Area of Potential Effect (APE) of the Section 106 Compliance on architectural resources for the

Rulo Bridge Study is generally 200' on either side of the center line from the Rulo Bridge on the east through 4th and Stutsman to the west. Generally speaking, it has been determined that the APE would include one city lot deep where structures were present on either side and one additional city lot in depth where no structure was present. In addition, the APE includes Main Street from Commercial Street to 3rd Street and Commercial Street from the intersection of Highway 159, south to Rouleau Street and Ash Street north of the BNSF Bridge (see APE map, Exhibit C-1).

For this portion of the study, Tasks 2.6.1 through 2.6.3, an architectural investigation to identify and document all architectural and structural resources located within each alignment that are listed in, or are eligible for listing in the National Register of Historic Places (NRHP), were undertaken. This draft document examines all resources, historic or non-historic, within the APE.

A total of 40 resources were examined, including 25 residential buildings, 6 commercial properties, 1 civic building, 2 institutional properties, 2 sheds and 2 bridges and 2 marker groupings. The resources range in date from c. 1867 through 2002 and includes both historic (50 years old or older) and non-historic (less than 50 years of age) properties. The non-historic property inventories are grouped separately in the Appendix in the full Architectural Resources report. For the EIS, only those property inventory forms for properties eligible for listing on the NRHP are included in this executive summary.

The majority of residences are examples of National Folk architecture including Hall-and-Parlor, Gabled Ell, Open Gable, Composite, Gable-Front-and-Wing and Pyramidal Square. High style architecture in the survey area is represented by Second Empire, Queen Anne, Victorian Gothic and Italianate. Due to extensive remodeling, additions and modifications, the majority of these resources found within the APE lack integrity. Currently, only one property in the survey area is listed in the National Register of Historic Places, the Rulo Bridge.

Survey Objectives

This comprehensive study is designed to provide an inventory of architecturally and historically significant properties, characterizing the range of identified properties within the designated APE as defined above. This study also identifies properties that are eligible for listing in the National Register of Historic Places (NRHP) and that may be adversely affected by the proposed project. Furthermore, this study can be used as a tool in the identification of historic resources and for making decisions pertaining to engineering and architectural design and implementation. In addition, this study will also provide an outline of the cultural resources and history of Rulo as it pertains to the project area. The history can be seen in the full Architectural Resources report.

Recommendations

The following list of NRHP eligible historic resources inventoried for the Rulo Bridge Replacement Study includes comments regarding integrity and NRHP criteria.

Individual Properties

1. **The Melvin and Jane Zentner Residence, 105 S. 3rd Street.**
Constructed in 1915, this Composite Style residence has retained its historic integrity and is eligible for listing in the NR under Criterion C in the area of Architecture as a good example of its building style.
2. **The B.F. Cunningham Residence, 106 S. 3rd Street.** Constructed in 1905, apparently for Cunningham, this Queen Anne home has retained its historic integrity and is eligible for listing in the NR under Criterion C in the area of Architecture as a fine example of its building style.
3. **The William Strecker Residence, 3rd Street, north of Stutsman.**
Constructed c. 1890s, this Gable-Front-and-Wing National Folk style home has retained its historic integrity and is eligible for listing in the NR under Criterion C in the area of Architecture as a good example of its building style.
4. **The Charles Gagnon Residence, Stutsman and 2nd Street.** Constructed in 1868 for Charles Gagnon, active in Rulo's freighting, mercantile and

milling interests, this Second Empire designed home has retained its historic integrity and is eligible for listing in the NR under Criterion C in the area of Architecture as a good example of its building style.

5. **The Israel May Residence, Stutsman and 2nd Street.** Constructed in 1875, the Italianate-influenced home was built for Israel May, a leading figure in Rulo's history. The home, which has retained the majority of its historic integrity, is eligible for listing in the NR under Criterion C in the area of Architecture as a representative example of an Italianate-styled residence.
6. **The Janet Baker Residence, Stutsman and Highway 159.** Constructed in 1900, this Hall-and-Parlor home has retained the majority of its historic integrity and is eligible for listing in the NR under Criterion C in the area of Architecture as an example of Hall-and-Parlor home, a typical early building type.
7. **The Rulo Auditorium, First Street.** Constructed in 1930, this WPA building has retained its historic integrity and is eligible for listing in the NR under Criteria A and C in the areas of Entertainment/Recreation and Architecture. The Rulo Auditorium is an extant example of WPA construction and has remained Rulo's only civic building since its construction.

In addition, the **Rulo Jail and the adjacent building** are eligible for listing in the National Register under Criteria A and C in the area of Architecture. It should be noted that research, to date, has not uncovered any archival data regarding the history of the jail and adjacent structure. Furthermore, an historic atlas of Rulo dated 1896 (attached to this report) does not indicate the existence of either of these buildings, although several properties, including banks, churches, railroad and hotels, are specified.

Statement of Impact

Based on an analysis of the surveyed properties within the APE, only three eligible properties may be affected by the project, that of the Janet Baker residence and

the Rulo Jail and affiliated building. In addition, the Rulo Bridge, previously listed in the National Register, will be affected. A letter of concurrence on the eligibility of these three sites, as well as the other six sites described above, was received from the SHPO and is included in Appendix D.

However, any modification to the alignment would change the APE and any amendment to this survey will warrant further evaluation and recommendation of potential historic resources. If it is determined that the above named resources may be demolished, then NDOR, in consultation with the SHPO, may require as part of a Memorandum of Agreement (MOA) the preparation of a Phase II documentation to include large format photography and historic narrative of the eligible resource.

NEBRASKA STATE HISTORICAL SOCIETY

ARCHITECTURAL/HISTORIC INVENTORY FORM

NO. B 17-18	PRESENT LOCAL NAME(S) OR DESIGNATION(S) Rulo Auditorium & Gymnasium	
COUNTY Richardson	OTHER NAME(S) City Auditorium	
LOCATION OF NEGATIVES Architectural & Historical Research, LLC		
IF CITY OR TOWN STREET ADDRESS First Street	NAME OF ESTABLISHED DISTRICT N/A	NO. OF STORIES 1
CITY OR TOWN IF RURAL, VICINITY Rulo	DATE(S) OR PERIOD 1939	FOUNDATION MATERIAL Stone
DESCRIPTION OF LOCATION Lots 15 & 16, Block 7, excluding east 44 ft. on north; 1/2 Lot 16, Block 7 Original Town Site	STYLE OR DESIGN WPA	WALL CONSTRUCTION Stone
	ARCHITECT OR ENGINEER Unknown	ROOF TYPE AND MATERIAL Barrel vault
SITE () STRUCTURE () BUILDING (x) OBJECT ()	CONTRACTOR OR BUILDER WPA	WALL TREATMENT Weatherboard
ON NATIONAL REGISTER? YES () NO (x)	PRESENT USE Auditorium / Gymnasium	PLAN SHAPE Rectangular
IS IT ELIGIBLE? YES (x) NO ()	OWNERSHIP PUBLIC (x) PRIVATE ()	CHANGES (EXPLAIN BELOW) ADDITION () ALTERED () MOVED ()
PART OF ESTABLISHED HISTORIC DISTRICT YES () NO (x)	OWNER'S NAME & ADDRESS (IF KNOWN) City of Rulo	CONDITION INTERIOR <u>Good</u> EXTERIOR <u>Good</u>
DISTRICT POTENTIAL YES () NO (x)		PRESERVATION UNDERWAY? YES () NO (x)

NARRATIVE DESCRIPTION

The main façade faces east. Centrally placed double-leaf entrance. Fenestration is double-hung sash multi-paned. Stone piers separate window units at the secondary facades and at the center bay of the main façade.

HISTORY, SIGNIFICANCE, AND NATIONAL REGISTER ELIGIBILITY

Built in 1939 by the WPA, the Rulo Auditorium and Gymnasium retains its historic integrity and appears eligible for listing in the National Register under Criteria A and C in the areas of entertainment / recreation and architecture.

DESCRIPTION OF ENVIRONMENT AND OUTBUILDINGS

Located in Rulo's business district.

PREPARED BY

Cydney Millstein

ORGANIZATION

Architectural and Historical Research, LLC
Kansas City, Missouri

DATE

March 2002

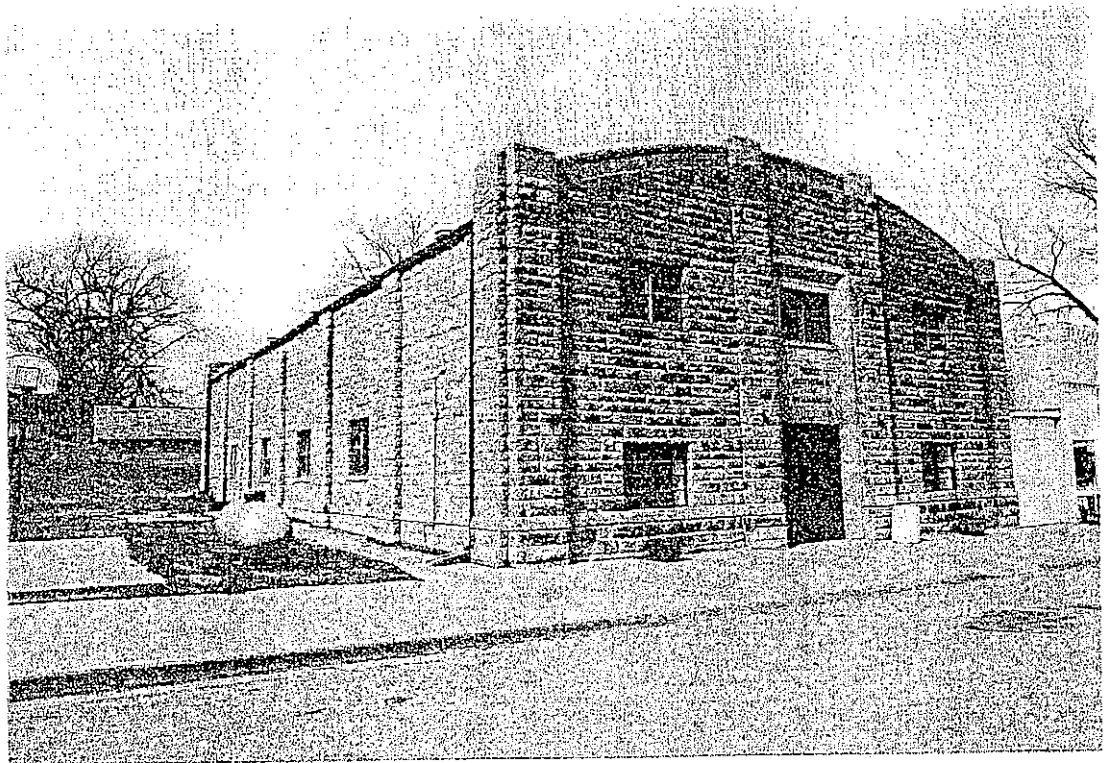
REVISION DATE(S)

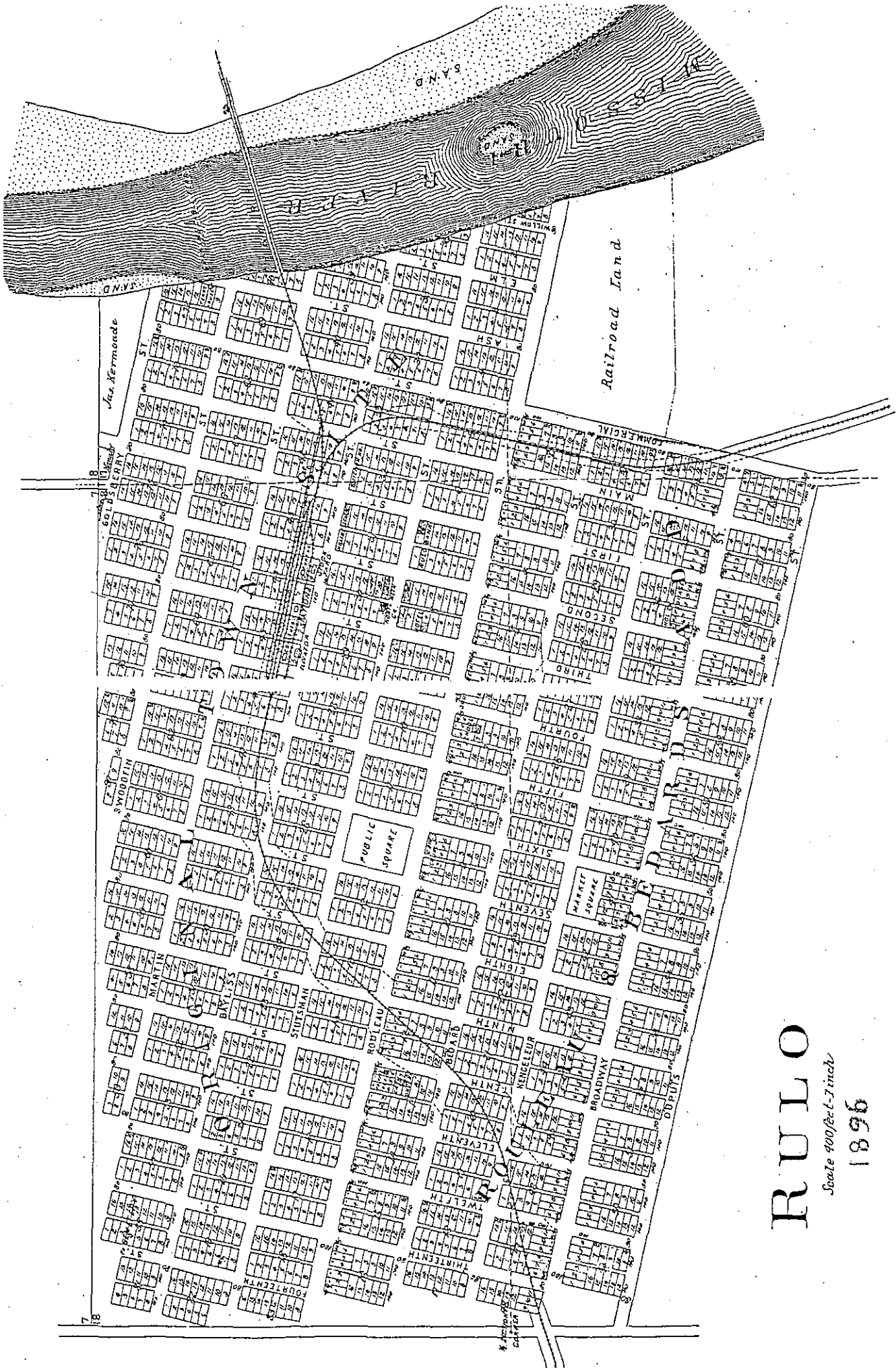
SOURCE OF INFORMATION

Richardson County Assessor's Office

NEBRASKA STATE HISTORICAL SOCIETY ARCHITECTURAL/HISTORIC INVENTORY FORM

NO.	PRESENT LOCAL NAME(S) OR DESIGNATION(S)
B 17-18	Rulo Auditorium & Gymnasium
COUNTY	OTHER NAME(S)
Richardson	City Auditorium
LOCATION OF NEGATIVES	DIRECTION OF PHOTOGRAPH
Architectural & Historical Research, LLC	West, northwest

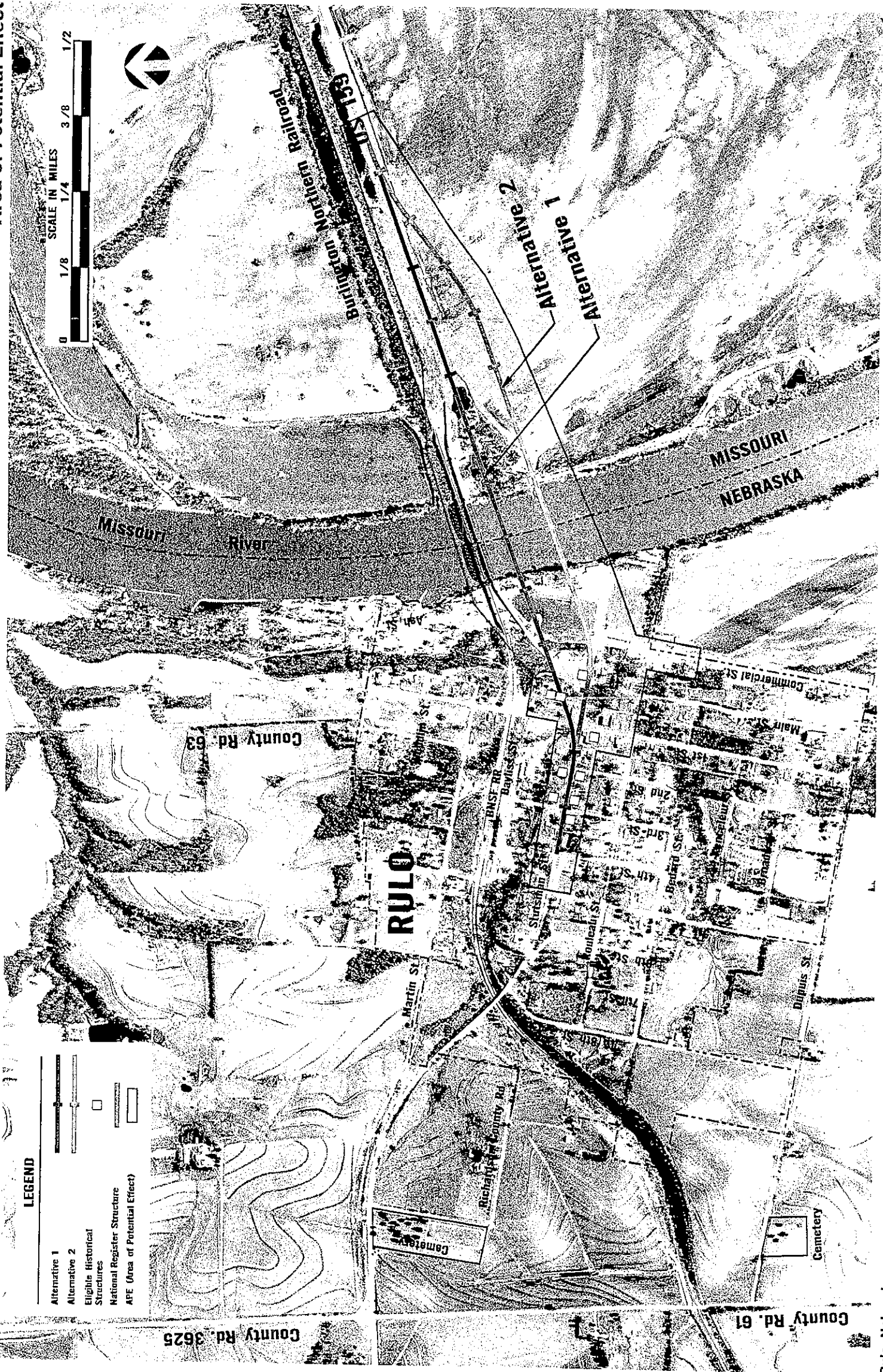




RULO

Scale 400 Feet to an Inch

1896



LEGEND

- Alternative 1
- Alternative 2
- Eligible Historical Structures
- National Register Structure
- APE (Area of Potential Effect)

SCALE IN MILES
0 1/8 1/4 3/8 1/2





NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 1-800-833-6747 www.nebraskahistory.org

February 25, 2003

Leonard Sand
NDOR-1500 Highway 2
P.O. Box 94795
Lincoln, NE 68509-4759

RE: Section 106 Evaluation: Architectural Resources of the Rulo Bridge Replacement Study
BR-159-7(105); HP0201-003-01

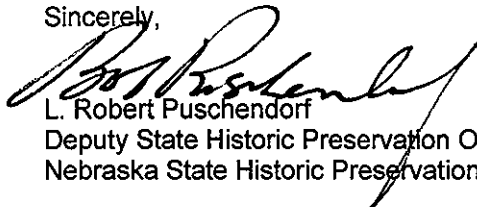
Dear Len:

We have reviewed the referenced document prepared by Architectural and Historical Research, LLC. Our comments on this project are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and 36CFR Part 800.

We concur with the National Register of Historic Places determinations of eligibility included in the report. This concurrence includes the Zenter, Cunningham, Strecker, Gagnon, May and Baker residences; the Rulo Auditorium and the Rulo Jail and adjacent building. Of course, the Rulo Bridge itself is currently listed in the National Register of Historic Places.

We do not currently have sufficient information to comment on the project's potential to affect historic properties within the project APE. We look forward to detailed discussions of project effects and NDOR's attempts to avoid or reduce adverse effects when the DEIS is published. Please do not hesitate to call Bill Callahan at 471-4788 if you have any questions. Thank you for this opportunity to comment.

Sincerely,



L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historic Preservation Office

Cc: Melissa Dirr
Cyd Millstein



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 1-800-833-6747 www.nebraskahistory.org

February 25, 2003

Leonard Sand
NDOR-1500 Highway 2
P.O. Box 94795
Lincoln, NE 68509-4759

RE: Section 106 Evaluation: Architectural Resources of the Rulo Bridge Replacement Study
BR-159-7(105); HP0201-003-01

Dear Leonard:

We have reviewed the referenced document prepared by Architectural and Historical Research, LLC. Our comments on this project are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and 36CFR Part 800.

We concur with the National Register of Historic Places determinations of eligibility included in the report. This concurrence includes the Zenter, Cunningham, Strecker, Gagnon, May and Baker residences; the Rulo Auditorium and the Rulo Jail and adjacent building. Of course, the Rulo Bridge itself is currently listed in the National Register of Historic Places.

We do not currently have sufficient information to comment on the project's potential to affect historic properties within the project APE. We look forward to detailed discussions of project effects and NDOR's attempts to avoid or reduce adverse effects when the DEIS is published. Please do not hesitate to call Bill Callahan at 471-4788 if you have any questions. Thank you for this opportunity to comment.

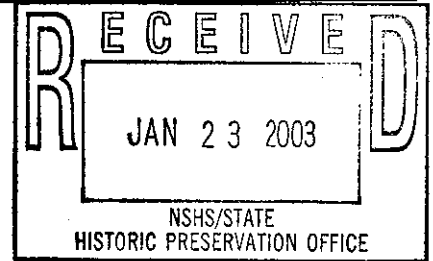
Sincerely,

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historic Preservation Office

Cc: Melissa Dirr
Cyd Millstein

JAN 29 2003

Department of Roads



DATE: January 17, 2003

TO: Melissa Dirr – Nebraska State Historical Society

FROM: Len Sand

SUBJECT: BR-159-7(105), CN-12381, Rulo Bridge Study
 Standing Structures Survey Report, Historic Bridge Evaluation, and
 Preliminary Determination of Effects by Cydney Millstein – Architectural and Historic
 Research.
 Revised submittal per comments dated December 3, 2003.

The Preliminary Draft Environmental Impact Statement (DEIS) prepared for the Missouri Department of Transportation (MO-DOT) and NDOR, was submitted for review by FHWA. The preliminary work associated with the Section 106 Evaluation, was incorporated in the Preliminary DEIS. The document included survey inventory forms and determination of eligibility, an evaluation of reuse/rehabilitation alternatives for the existing historic bridge, and a preliminary determination of effects.

Your office reviewed the Preliminary DEIS, and comments provided were forwarded to Cydney Millstein. The attached is a revised submittal based on those comments.

Please review and comment. If there are any questions please call 479-4411.

Thank you for your assistance.

*cc: Cydney Millstein
 Architectural & Historical Research
 P.O. Box 22551
 KCMO 64113*

*RH60-066
 25RH31*

HP # 0201-003-01
 County RH
 — GM TS WRD
 Resp. NAB Date 20030130



NEBRASKA STATE HISTORICAL SOCIETY
1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 1-800-833-6747 www.nebraskahistory.org

December 3, 2002

Leonard Sand
NDOR
1500 Highway 2
P.O. Box 94759
Lincoln, NE 68509-4759

Re: Rulo Bridge Draft Environmental Impact Statement
HP# 0201-003-01

Dear Len:

I am in receipt of the Draft Environmental Impact Statement for the Rulo Bridge replacement project. I am forwarding my comments regarding the historic property identification portion of the report only. This is the first opportunity we have had to comment on the historic property identification report, therefore we will reserve our comments on other information in the DEIS until our comments for the report are incorporated.

First, and most importantly there is a discrepancy in the Area of Potential Effect (APE) compared to the project area. The APE map clearly shows that there are approximately two blocks of project area occurring outside the survey area. After a comparison of our survey records we show historic properties located within these two blocks that are not included in the property identification report. The APE must be adjusted to appropriately reflect the project area, and any additional historic properties identified included in this report prior to our ability to comment on the findings of the report. It is important that the APE and project boundaries coincide. Please do not proceed further until this discrepancy is resolved, and results documented in the historic property report.

The following are additional editorial comments and questions regarding the existing report:

1. Property No. B-5, the BNSF Railroad bridge survey form has a statement that the bridge is not eligible for listing, but the box is checked stating the bridge is eligible. Please clarify.
2. Property No. B13-16 includes only one statement that the property is not eligible because it does not retain historic integrity. However, there is not enough description of the property to support that opinion. For example, comparing this building with the Janet Baker House form that mentions the

porch is replaced, but the house still retains integrity seems inconsistent. Please supply more information to support this opinion.

3. Property No. B21-24 is also determined not eligible due to lack of integrity. However, this property may have some significance as a road related resource as it appears to be a historic service station. Referencing the Historic Highway Survey evaluation methodology for roadside resources may help support this determination. More information is necessary regarding integrity and use of this building.
4. Property No. B34-37, the Rulo Jail includes a statement that the building may have been moved, but still is eligible under criterion A for law. In general moved buildings are not eligible and if they retain their eligibility after a move it is because they have architectural significance. Please provide more information regarding evidence that this building is moved, and that it is still eligible under criterion A rather than criterion C.
5. Property No. B34-36 is identified as the Rulo Jail associated building. After checking the Richardson County survey, this building was identified as a power station building. Please clarify. If there is no information available for this building, please reference what was checked.
6. Property No. C-19 should be identified as a Behlen Building.
7. Property No. C26-30, the Gagnon House is referenced in Richardson County survey report as a hotel. Is there any information supporting this. The property appears to have the capacity to serve that function. Please clarify.
8. Richardson County survey also shows a Lewis and Clark monument located approximately ½ block west of the building identified as the Janet Baker House. Is this monument still present?
9. The report mentions a potential downtown historic district. Please provide a map that identifies the location of the downtown buildings and their contributing versus non-contributing status, photos of street-scape to show the relation of the buildings to one another, and information regarding the number of vacant lots versus extant buildings and how this effects the integrity of the potential district. Are these buildings considered individually eligible or eligible only as part of a district?
10. The plat map included in the report does not have a date.
11. In the recommendations section of the report, please provide information why the six properties identified as eligible qualify. Currently each property is identified as eligible under criterion C for architecture or criterion A for some other reason, but not why. For example, The Janet Baker residence is eligible under criterion C in the area of architecture as an example of a Hall-and-Parlor home a typical early building type. OR The Israel May residence is eligible under criterion C in the area of architecture as a good example of its building style. Some statements mention the prominence of the individuals who built the houses and their architectural styles, but this should be tied in with the statement of eligibility.

Overall, the contextual information in the report is good. However, there are a number of properties included in the survey that are well outside the historic period. Eight properties

surveyed date from between 1963-2002 including one that is currently under construction. These properties do not seem to contribute to the contextual identification of historic buildings. It is not necessary to remove them, but this should be considered in future projects.

These items must be addressed prior to our ability to comment on or concur with historic properties identified or to provide a determination of effect for those historic properties identified. Feel free to contact me if you have any further questions regarding these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Melissa A. Dirr". The signature is fluid and cursive, with a large, stylized initial "D" at the end.

Melissa A. Dirr
Program Associate
Project Review and Preservation Services



NEBRASKA STATE HISTORICAL SOCIETY

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May 9, 2002

Len Sand
NDOR
1500 Highway 2
P.O. Box 94759
Lincoln, NE 68501-2554

RE: Rulo Bridge Standing Structures Study
HP#0201-003-01

Dear Len:

Enclosed please find the draft of the standing structures report for the Rulo Bridge project. I have made some basic comments on the report that should be addressed prior to our office concurring with the recommendations in the report. Please forward these comments to Cydney Millstein of Architectural and Historical Research, LLC.

Please let me know if you have any questions regarding these comments. Thanks.

Sincerely,

Melissa A. Dirr
Program Associate
Project Review and
Preservation Services

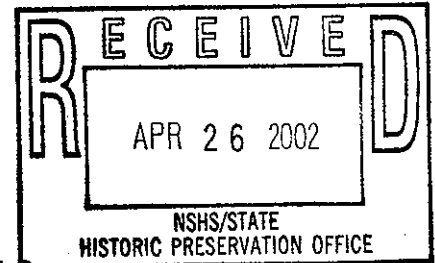
Department of Roads

DATE: April 23, 2002

TO: Melissa Dirr – Nebraska State Historical Society

FROM: Len Sand *Leonard J. Sand*

SUBJECT: BR-159-7 (105), CN-12381 Rulo Bridge Study
Standing Structures Survey Report by
Cydney E. Millstein – Architectural and Historical Research, LLC.



*RH00-066
25RH131*

The attached report has been prepared as part of preliminary work associated with the Section 106 Evaluation required in the preparation of an Environmental Impact Statement for the Rulo Bridge Study. The report includes inventory forms for the reviewed properties and a determination of eligibility for the National Register of Historic Places.

0201-003-01

Please review and comment.

The archeological report has been reviewed and a comment was received on February 26, 2002, (see attached). If there are any questions please call me at 479-4411. Thank you for your assistance.

BR-159-7(105)
CN-12381



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February 26, 2002

Leonard J. Sand
Nebraska Department of Roads
1500 Highway 2
P.O. Box 94759
Lincoln, NE 68501-2554

RE: Rulo Bridge Archeology Study
Richardson County
HP#0201-003-01

Dear Len:

We are in receipt of the archeological report for the Rulo Bridge Study area. The project proposes to replace the Rulo Bridge which is listed in the National Register of Historic Places. As such any undertaking must be reviewed by this office under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800.

The report identified eight sites in total with six sites considered not eligible (RH52, RH129, RH130, RH132, RH133, RH134), one site considered eligible (RH 131), and one unknown site (RH514). The unknown site is the Rulo Mill. The Mill's location is unknown at this point. We concur with the determinations of eligibility for the archeological sites identified within this report. As usual any discussion of effects or mitigation efforts shall not take place until all historic properties are identified (including historic buildings) and the process proceeds.

If you have any questions regarding this determination do not hesitate to contact this office.

Sincerely,

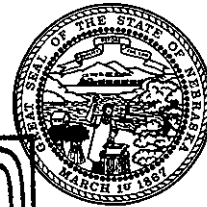
L. Robert Puschendorf
Deputy State Historic
Preservation Officer

DEPARTMENT OF ROADS

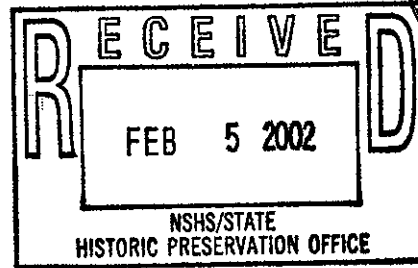
John L. Craig, Director
1500 Highway 2
PO Box 94759
Lincoln NE 68509-4759
Phone (402)471-4567
FAX (402)479-4325
www.dor.state.ne.us

February 5, 2002

Mr. L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
PO Box 82554
Lincoln NE 68501-2554



Mike Johanns
Governor



RE: BR-159-7(105), Rulo Bridge Study, Richardson County, CN 12381
RH00-066

Dear Mr. Puschendorf:

Enclosed are documents regarding the referenced project(s), including archeological survey(s), historic status of bridge(s) if applicable, and recommendations. Please review these with regard to Section 106 of the National Historic Preservation Act, and inform this office of the review outcome.

If you have any questions or wish additional information, please call.

Sincerely,

Leonard J. Sand
Environmental Analyst Supervisor
Project Development Division

LJS/PDV1-DO

Enclosures

*Concur: RH52 - Not eligible
RH514 - UNKNOWN
RH129 - Not eligible
RH130 - Not eligible
RH131 - Eligible
RH132 - Not eligible
RH133 - Not eligible
RH134 - Not eligible*

HP # 0201-003-01
County Richardson
GM TS XMB
Resp. EJNE Date 20020211



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January 7, 2002

Edward W. Kosola
Federal Highway Administration
100 Centennial Mall North, Room 220
Lincoln, NE 68508-3851

RE: Rulo Bridge, Purpose and Need Statement
HP#0201-003-01

Dear Mr. Kosola:

We are recently in receipt of the Purpose and Need for Environmental Impact Statement for the Rulo Bridge in Rulo, Nebraska. As you know this bridge is listed in the National Register of Historic Places, and as such, any federal undertaking that may effect this resource must be reviewed under Section 106 of the National Historic Preservation Act of 1966 as amended, and implementing regulations at 36 CFR Part 800.

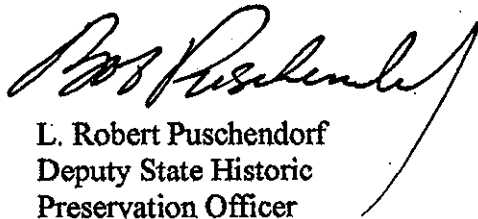
This letter opens concerns regarding this project specifically, and the historic bridge program in Nebraska in general. The Purpose and Need statement dated October 19, 2001, and requesting response by November 26, 2001 was received in this office on January 2, 2002, well past the deadline for comment. The State Historic Preservation Office does intend to be active in the review of this project. It is troublesome that our acknowledgement was not sought until well after the deadline for comment. Realizing this may simply be an oversight, let me state that this office intends to fully participate in Section 106 review and the milestones within that review. Therefore, we sincerely hope that there has been no advancement in the process based on the Purpose and Need threshold without our comment.

The Section 106 review is not meant to be a process that assumes an outcome without exploring all options including the retention of the historic resource. The historic bridge program in Nebraska was established to review and plan for the preservation of these resources across the state. We have accomplished some notable efforts by attempting to look at the body of historic bridges in Nebraska, and we are now confronting the proposed replacement of the most significant body of our state's historic bridges, the Missouri River bridges. It seems that we are opening up a paperwork pathway to the destruction of many of these resources. It is readily apparent that every one of them is slated for replacement. We would like to emphasize that FHWA and the NDOR fully meet the requirements of Section 106 review, which first provides for the avoidance of any historic resource if at all possible. All too often we reach straight for mitigation

while bypassing the true spirit of the law, which is to plan sensitively for our historic resources while successfully completing the mission and goals of the federal agency.

Please take these comments in the best of light to help direct the review and planning processes of these projects. If you have any further questions do not hesitate to contact me or Melissa Dirr at 471-4408.

Sincerely,



L. Robert Puschendorf
Deputy State Historic
Preservation Officer



U.S. Department
of Transportation
Federal Highway
Administration

100 Centennial Mall North, Room 220
Lincoln, NE 68508-3851
Nebraska.FHWA@FHWA.DOT.GOV

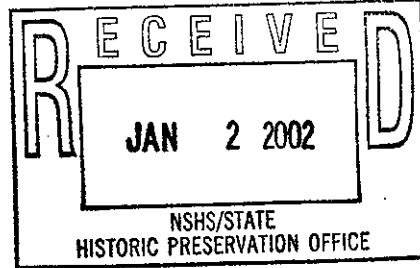
October 19, 2001

NEBRASKA DIVISION FHWA

NE State Historical Society
Melissa Dirr
PO Box 82554
Lincoln, NE 68501-2554

Dear Ms. Dirr:

In Reply Refer To:
HRW-NE



BR 159-7 (105)

0201-003-01

Concurrence in Purpose and Need for Environmental Impact Statement
Due: November 26, 2001

The Federal Highway Administration, Nebraska Division, in cooperation with the Missouri Department of Transportation and the Nebraska Department of Roads, is preparing an EIS for the rehabilitation or replacement of the U.S. 159 Missouri River Bridge connecting Holt County, Missouri, and Richardson County, Nebraska. An agency scoping meeting was held on May 1, 2001 in Rulo, Nebraska, to discuss the project. A proposed Purpose and Need project statement has been prepared and is attached.

Please review the Purpose and Need project statement. If your agency concurs with the statement, please sign the concurrence block below and return a signed copy of this letter to the Federal Highway Administration by **November 26, 2001**. We will assume you concur with the purpose and need if we do not receive a written response by November 26, 2001. If you need additional time for review please contact us prior to November 26, 2001 to discuss your needs.

If you have any questions or would like to discuss the project in more detail, please contact me at (402) 437-5973.

Sincerely yours,

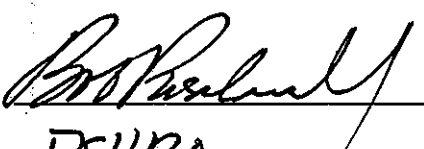
Frank M. Rich, P.E.

for Edward W. Kosola
Realty/Environmental Officer

Enclosure

Concurrence: Purpose and Need

“We have reviewed the Purpose and Need statement for the Environmental Impact Statement on **Project BR 159-7 (105)** and concur that it is satisfactory. The information provided to date is adequate and we agree that the project can be advanced to the next stage of project development.”

Signed: 

Title: DSHPO

Agency: Nebraska State Historical Society

Date: 1/7/02

Project No. BR-159-7(105)
Rulo Bridge Study
Location Study and Environmental Impact Statement Development

Purpose and Need for Proposed Action

A. Statement of Project Purpose and Need

The Nebraska Department of Roads (NDOR), Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are proposing to rehabilitate or replace the Missouri River Bridge at Rulo, Nebraska. This roadway carries a U.S. 159 route designation and connects Holt County, Missouri and Richardson County, Nebraska. The Rulo Bridge is an important regional crossing of the Missouri River with the nearest crossings 27 miles upstream at Brownville, NE and 49 miles downstream at St. Joseph, MO. The existing bridge does not meet current standards for horizontal and vertical clearance and due to its age is demanding increasing maintenance costs. The purpose of this project is to provide a modern, safe, efficient, environmentally sound and cost-effective highway crossing of the Missouri River at Rulo, Nebraska. The project is needed because of the age, condition, structural inadequacy, potential safety concerns, and outdated design of the present roadway and bridge.

1. Project History

Initial planning for the existing U.S. 159 Missouri River Bridge at Rulo was begun in 1933 when the U.S. Congress granted approval to build a toll bridge. Richardson County, Nebraska sold bonds to cover a majority of the initial \$6 million cost while the U.S. Public Works Administration provided the remainder of the financing. The bridge was constructed and opened to traffic in 1939 as a toll facility. The bridge operated as a toll facility until 1969 when the states of Nebraska and Missouri assumed joint ownership of the bridge as a toll-free crossing.

Following an inventory in 1991 of historic buildings and structures in the state, the Nebraska State Historic Preservation Office determined that the Rulo Bridge was eligible for the National Register of Historic Places. The bridge was placed on the National Register in November 1992 with concurrence from the Nebraska State Historical Society and the Missouri Department of Natural Resources.

The bridge has required repairs over the years to maintain its current level of service and capacity. In 1990, NDOR let a contract to repaint the structural steel and seal concrete substructure components. In 1999, NDOR funded a program to strengthen and repair the pier capbeams at a cost of \$120,000. The most recent inspection report prepared for NDOR documents the continued deterioration of the structure and contains recommendations for significant future maintenance and rehabilitation needs.

In December 2000, NDOR, MoDOT and the FHWA determined that a study should be conducted to investigate and evaluate the engineering, environmental, and socio-economic factors that may be affected by the rehabilitation or replacement of the bridge.

2. Legislation or Pending Action

There are no actions pending at this time regarding this improvement or other adjacent improvements to U.S. 159 in either Nebraska or Missouri.

3. National Environmental Policy Act (NEPA) and Clean Water Act (CWA) Procedures

An environmental impact statement (EIS) is being developed for the proposed transportation project that will comply with FHWA regulations. If the proposed project moves to the construction phase, it is anticipated that the U.S. Army Corps of Engineers (COE) will be asked to issue a Section 404 permit consistent with the CWA. Both the FHWA and COE are responsible for assessing environmental impacts under the National Environmental Policy Act (NEPA); therefore, the goal is to prepare an EIS that adequately addresses environmental impacts to meet the required analysis of each agency.

The COE is a cooperating agency in the development of this EIS and will be asked along with other appropriate agencies to provide input in areas of concern. This cooperative development of the EIS will follow the process established in the "Nebraska Local Operating Procedures for Integrating NEPA/404".

These procedures provide for review, comment, and ultimately concurrence at the following points:

- Purpose and Need
- Alternatives carried forward
- Selected Alternative
- Impact Minimization

B. System Linkage

1. Regional Transportation System

The Village of Rulo is located along the western bluffs of the Missouri River in southeastern Nebraska approximately 10 miles east of Falls City, Nebraska. U.S. 159 bisects Rulo in an east-west direction and connects Falls City, Nebraska on the west to Interstate 29 in Missouri on the east.

Within the multi-state area of southeast Nebraska, northwest Missouri and northeast Kansas, the existing roadway network also includes U.S. Routes 73 and 75, providing north-south linkage between Nebraska and Kansas, and Interstate 29, connecting St. Joseph, Missouri and Omaha, Nebraska. Via these routes, Rulo is 49 miles northwest of St. Joseph, Missouri and 104 miles southeast of Omaha, Nebraska.

Figure 1 presents a location map of the project, including the detailed study area. The study area extends from approximately 2 miles west of the junction of U.S. 159 with Missouri Route 111 on the east (Big Lake) to approximately one and one half miles west of the State Line, west of Rulo, Nebraska.

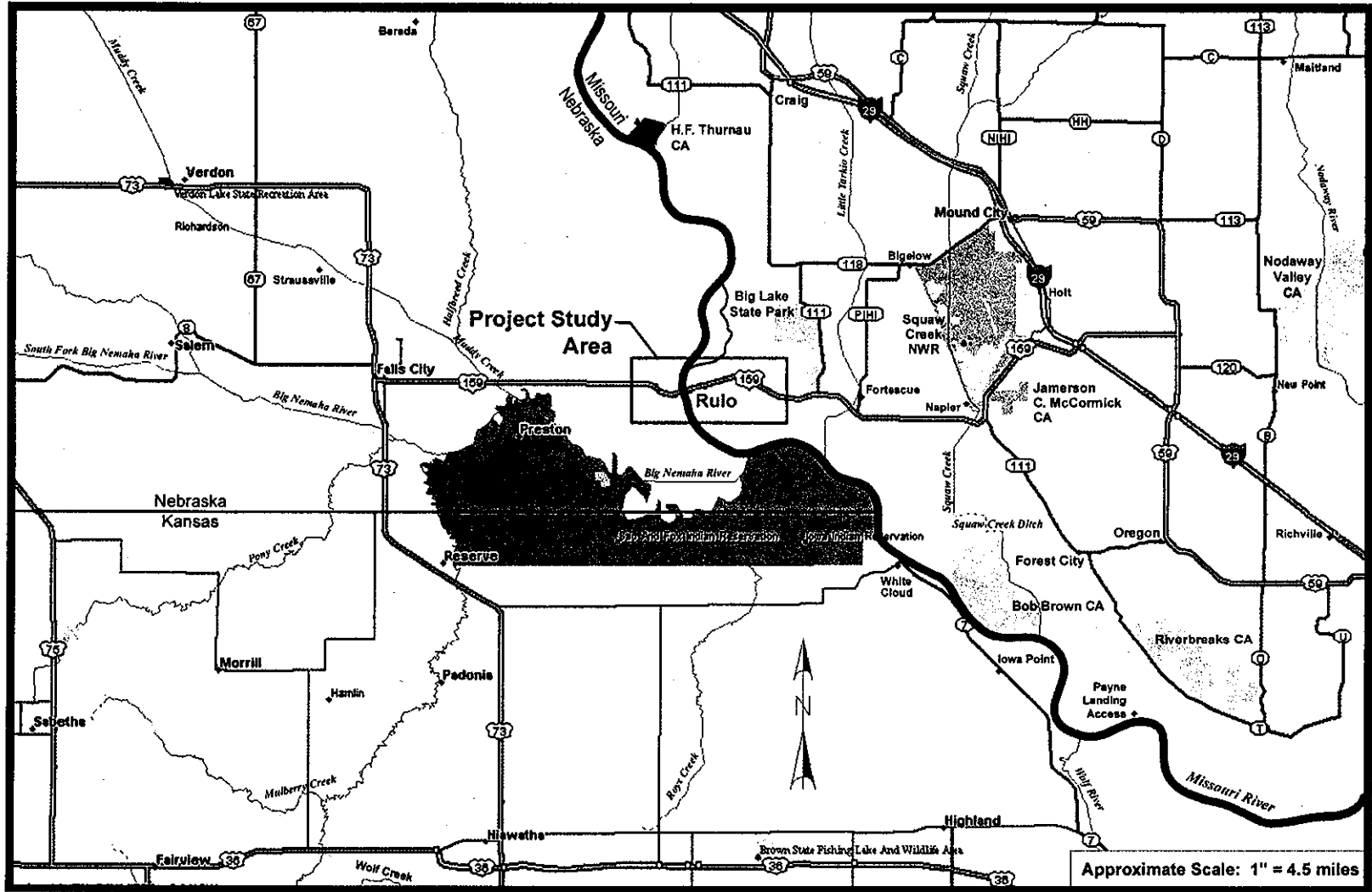


FIGURE 1 PROJECT LOCATION MAP

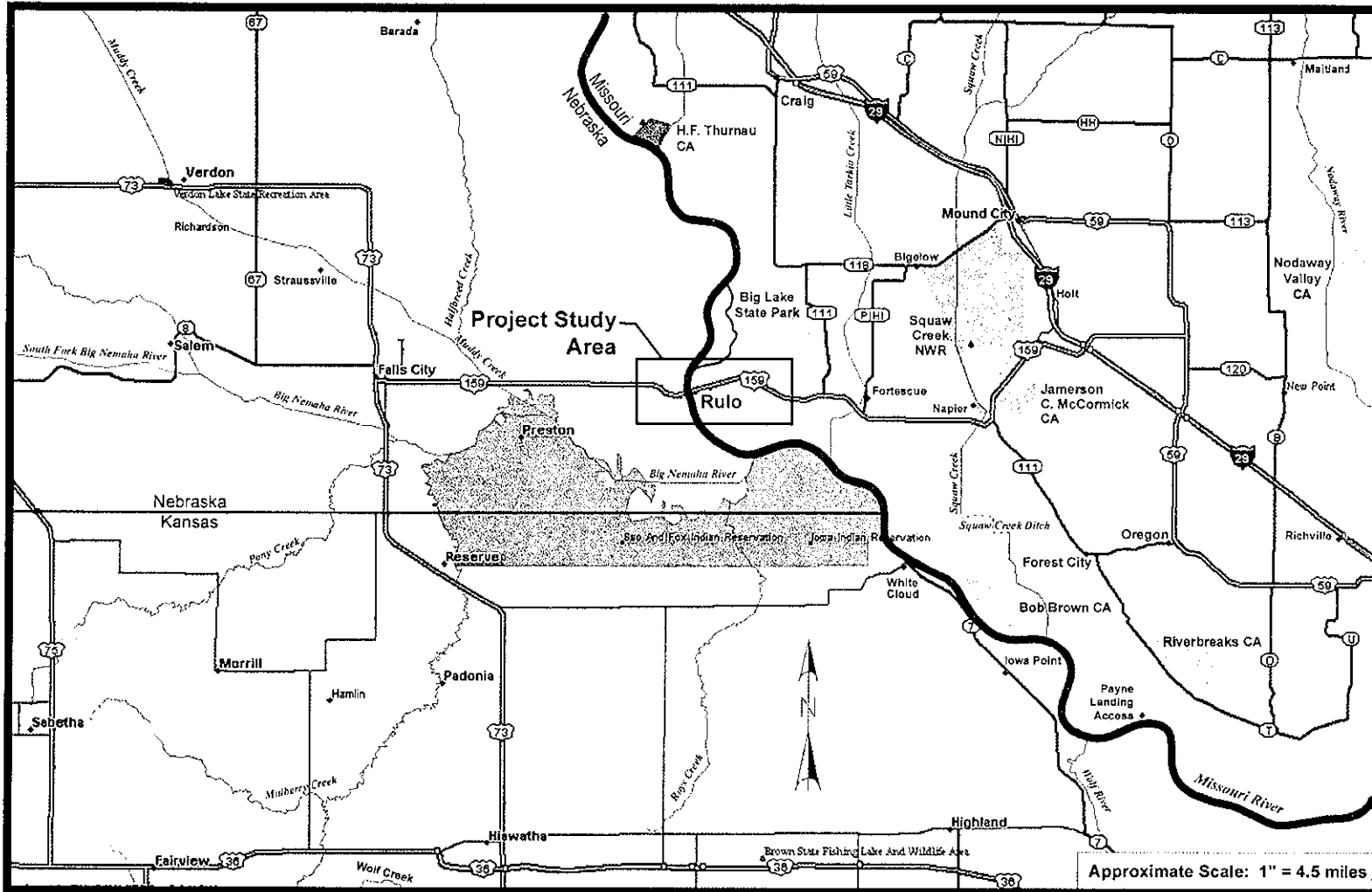


FIGURE 1 PROJECT LOCATION MAP

In addition, there are a number of secondary routes that traverse through the area that directly or indirectly interact with U.S. 159 and provide regional mobility and accessibility. County Route 3625, entering Rulo from the south, is a northerly continuance of Kansas Route 7 serving casinos operated by the Iowa Indian Tribe in White Cloud, Kansas, ten miles south of Rulo.

The highway bridges over the Missouri River are important transportation links to the region. The adjacent Missouri River highway bridges are the U.S. 136 bridge at Brownville, Nebraska, 27 miles to the north, and the U.S. 36 bridge at St. Joseph, Missouri, 49 miles to the south. A Burlington Northern Santa Fe (BNSF) railroad bridge crosses the Missouri River immediately upstream of the U.S. 159 bridge.

2. Existing Roadway Geometry

U.S. 159 in Missouri is currently constructed as a two-lane, 22-foot paved roadway with six-foot aggregate shoulders on each side. The approach spans at the east end of the bridge provide a 20-foot roadway that extends through an eleven-degree horizontal curve which will accommodate an approximate 40-mph approach speed. The grade approaching the main bridge spans on the Missouri side is 4.0 percent, and the sag vertical curve has a K value of 110, which conforms to criteria for this type of roadway. The roadway was upgraded to its current condition in 1974.

In Nebraska, the bridge approach roadway ties to Stutsman Street in Rulo on a sharp 28-degree horizontal curve which limits operating speed to approximately 25 miles per hour. This street varies in width from 32 feet to 40 feet and generally uses a paved gutter or curb and gutter on each side of the roadway. Nebraska Project No. 159-7(103) recently replaced the viaduct over the BNSF Railroad at the western edge of Rulo. This project included four miles of resurfacing west of Rulo.

3. Local Access

Local access across the Missouri River is currently constrained by the opening of the existing through truss bridge. This condition is a hindrance to the movement of large trucks and farm machinery across the river. Based on comments from the first public information meeting, the public perceives the narrow roadway and curved alignment as a significant safety hazard, especially when large trucks cross the bridge. The proposed improvement, providing a 36-foot wide roadway over the river, will improve large equipment access across the river.

C. Structural

U.S. 159 crosses the Missouri River on a two-lane, multi-span steel truss bridge. The existing bridge superstructure consists of three simple through truss spans over the river, flanked by five simple deck truss spans on both the west and east approach. The bridge does not meet current design standards for width, vertical clearance, and load and will require increasing repairs to maintain service. Poor roadway geometrics exist on both the Missouri and Nebraska approaches to the bridge. The existing bridge is listed on the National Register of Historic Places, based on its transportation and engineering significance.

Deficiencies include insufficient deck width, insufficient vertical clearance, high maintenance costs and inadequate live load capacity. The existing bridge is considered functionally obsolete due to substandard traffic lane and shoulder widths. Current NDOR and MoDOT bridge standards require new structures to carry a full-width roadway, including both the traffic lanes and shoulders (36 feet), across the bridge. Although most functionally obsolete structures are relatively safe to use, they have outlived their useful design life and can no longer adequately accommodate the type of traffic that typically use the bridge.

The existing bridge, Number L-97, is 2,156 feet long and has a deck width of 24 feet. It provides only a 20-foot wide roadway surface. The minimum existing vertical clearance over the bridge roadway is 13'-0" and is inadequate in light of today's 16'-6" standard for new bridges. The driving surface consists of a deck slab that is in need of overlay or replacement and the structural steel members are in need of cleaning and painting. Although the bridge was repainted in 1990, the original paint system was not completely removed during this contract. It is likely that remnants of the original lead-based paint system still remain on the structural steel members.

The bridge was last inspected on April 26, 2001. The Deck-Superstructure-Substructure ratings are 5-6-5. The design load is H15 and the sufficiency rating is 37.8. The bridge is structurally deficient. This structurally deficient rating implies that the structural members of the bridge, including the steel truss members and concrete piers, are in need of rehabilitation or replacement for the bridge to remain serviceable. The bridge is not currently posted for reduced loading and NDOR and MoDOT will continue to maintain the bridge until improvements are funded. Improvements to U.S. 159 would include rehabilitation of the existing bridge to current standards and/or a replacement as part of a relocated facility. This will provide a safer, more efficient route through the project area in comparison to the substandard existing facility.

D. Traffic Volumes

Existing traffic on U.S. 159 within the study area ranges from 500 to 900 vehicles per day (vpd). Projected traffic in the year 2025 is expected to range from 1120 vpd to 1360 vpd. Existing heavy truck traffic makes up 15% of the daily volume, which is expected to remain constant through the design year.

E. Safety

Accident data collected for this study included three years of data (1997 to 2000) for the Nebraska portion of the study area and five years of data (1995 through 1999) on the Missouri side. A summary of the reported data is included in the following table.

Accident Data Summary

	Fatal	Injury	Property Damage Only	Project Acc. Rate (Acc./MVM) ²	Statewide Average (Acc./MVM) ²
Nebraska ¹	None	None	2	1.18	3.90
Missouri	None	2	1	1.24	1.87

¹ Inside Rulo Corporate Limits

² Accidents per million vehicle miles

By inspection of the above table, it can be noted that recent accident experience in the study corridor of both states shows project specific accident rates below statewide averages for similar routes.

In Missouri, all three accidents in the five-year period were classed as "ran off road striking a fixed object". While the location of the fixed object is unknown, an increase in the lateral clear distance applicable to the improved roadway cross-section may facilitate avoidance of these fixed objects. The two injury accidents were additionally classed as "out of control", one on dry pavement, the other on snow. The property damage accident was additionally classed as "avoiding" on wet pavement.

Within the study limits in Rulo, two accidents were recorded in a three-year period. One accident was a single vehicle accident involving a driver that had fallen asleep and the second accident was a sideswipe accident on the river bridge. The second accident may have been avoided if a wider bridge section had been available.

F. Design Features

The roadway design features currently existing along U.S. 159 are based upon the prevailing design standards at the time of the original U.S. 159 construction. Based on a review of the existing horizontal and vertical alignments of U.S. 159 within the study area, the existing roadway does not comply in its entirety with current state standards.

Based on the projected design year usage of less than 1699 vpd, the Nebraska applicable rural design standard is Typical Cross Section DR5, a 24-foot paved roadway with 6-foot earth shoulders on each side. This segment of U.S. 159 is on Nebraska's "28-Foot Top System", which means that two feet of the six-foot shoulder will be hard surfaced. A new bridge will have a 36-foot clear roadway width.

For alternatives that pass through Rulo, the applicable urban typical section, for expected usage up to 2000 vpd, uses a 24-foot paved roadway with a 3-foot curb and gutter section on each side. This section utilizes a shoulder behind the curb that may vary from 10 foot to 16 foot in width, which allows a reservation of space for a 4-foot sidewalk where applicable.

In Missouri, the applicable typical section for minor arterials with design year usage of less than 1700 vpd uses a 24-foot paved roadway with two 6-foot aggregate shoulders (Standard D-64D). Some major elements of design criteria are summarized in the following table.

Design Criteria

	Missouri Rural	Nebraska Rural	Nebraska Urban
Design Speed	50 mph	60 mph	40 mph ¹
Lane Width	2 @ 12 ft	2 @ 12 ft	2 @ 12 ft ²
Roadbed Width	36 ft	36 ft	30 ft
R.O.W. Width (typ.)	120 ft	120 ft	Varies
Horiz. Curvature	7° 30'	4° 30'	13° 0'
Grade	4%	4%	5 to 7%

¹ The design speed must be equal to or greater than the posted speed limit.

² Plus 3 ft curb and gutter each side.

Alternatives in Missouri will comply with rural design standards. In Nebraska, alternative routings may pass through the City or bypass the City; thus both rural and urban criteria are applicable. Vertical curve length criteria will conform to the American Association of State Highway and Transportation Officials (AASHTO) standards.

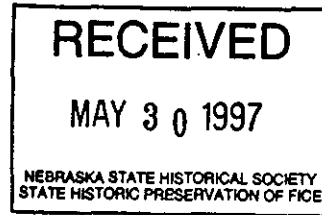
In Rulo, the proposed improvement will be extended westerly to the recently reconstructed overpass of the BNSF Railroad west of 6th Street.

STATE OF NEBRASKA

DEPARTMENT OF ROADS

Allan L. Abbott, Director-State Engineer
1500 Nebraska Hwy 2
PO Box 94759
Lincoln NE 68509-4759
Phone (402) 471-4567
FAX (402) 479-4325

May 29, 1997



E. Benjamin Nelson
Governor

Mr. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historic Society
PO Box 82554
Lincoln NE 68501-2554

Attn: Mike Rindona

Re: Project No. S-159-7(1006), Missouri River Bridge at Rulo (Repairs)

Dear Mr. Puschendorf:

The attached memo describes proposed repairs to the Rulo Bridge, a National Register property. These repairs are necessary to maintain its structural integrity and overall appearance.

These repairs will not affect the historic qualities of the bridge and, therefore, we believe that a no effect determination can be made for the project. We request your concurrence in this determination.

Sincerely,

Wm. G. Hurst
Project Development Division

WGH:H4-AA10

Attachment

xc: Ed Kosola, FHWA

9705-163-01

IP # _____
County Richardson
--- GM --- TS --- MR
Resp. _____ Date _____

CONCUR

DEPUTY STATE HISTORIC PRESERVATION OFFICER
DATE 6/10/97

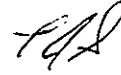
NAE

Department of Roads
Inter-Office Correspondence

Date: May 28, 1997

To: Bill Hurst

From: Leonard Sand-Environmental Analyst Supervisor



Thru:

Subject: Missouri River Bridge at Rulo

Bridge Repairs as proposed on the DR-73: Repair pier caps for piers 'F', 'G', and 'H'. Replace rusted through splice plate in span 6.

The repairs are planned as a 'State Funds Only' project with a split of costs between Missouri and Nebraska.



NEBRASKA STATE HISTORICAL SOCIETY
1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 Museum Fax: (402) 471-3314

January 27, 1993

Mr. Allan Abbott, Director
Department of Roads
Box 94759
Lincoln, NE 68509-4759

Re: Rulo Bridge
U.S. Highway 159 over the Missouri River
east edge of Rulo, Richardson Co., NE; Holt Co., MO

Dear Mr. Abbott:

We are pleased to announce that upon reevaluation and approval by the Missouri State Historic Preservation Board the above referenced property was officially listed in the National Register of Historic Places. The effective date of the listing is therefore January 4, 1993.

The National Register is the nation's inventory of properties considered to be worthy of preservation. Listing does not affect the ownership of, or access to, the property. It does offer some protection from adverse effects arising from federally funded or licensed projects in the near vicinity. Listing also provides eligibility for certain benefits for income-producing properties under the Tax Reform Act of 1976, as amended, and the Economic Recovery Tax Act of 1981, as amended, and for matching grants-in-aid subject to availability of funds.

In previous correspondence, we enclosed a copy of the nomination for your reference and files. Please let us know if you have any questions.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Office



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax (402) 471-3100 Museum Fax (402) 471-3314

January 27, 1993

County Board of Commissioners
Richardson County Courthouse
Falls City, NE 68355

Re: Rulo Bridge
U.S. Highway 159 over the Missouri River
east edge of Rulo, Richardson Co., NE; Holt Co., MO

Dear Commissioners:

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In previous correspondence, we enclosed a copy of the nomination for your reference and files. Please let us know if you have any questions.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Office

November 20, 1992

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
1100 "L" Street, N.W.
Washington, D.C. 20240

Dear Ms. Shull:

The Rulo Bridge (Missouri River Bridge) in Nebraska and Missouri was officially listed on June 29, 1992. Because procedural requirements were not met in both states, our office requested "delisting" of the property, as per our letter to you dated July 30, 1992.

The property has now been reviewed and approved by the Missouri State Review Board. Enclosed please find a new cover sheet with the necessary signatures. The original nomination form, map and photographs, are on file with the National Park Service.

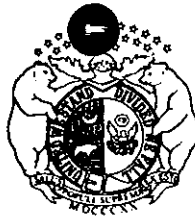
If you have any questions, please call Joni G. Gilkerson, National Register Coordinator at (402) 471-4767. Thank you for your attention to this matter.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

JG/be

JOHN ASHCROFT
Governor



Ron Kucera
Acting Director

56
46

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS, RECREATION, AND HISTORIC PRESERVATION
P.O. Box 176 Jefferson City, MO 65102 314-751-2479

November 18, 1992

Joni G. Gilkerson
National Register Coordinator
Nebraska State Historical Society
1500 R Street
Box 82554
Lincoln, NE 68501

Re: Rulo and Brownsville Bridges, MO/NE

Dear Joni:

At their meeting on November 13, the Missouri Advisory Council on Historic Preservation reviewed and approved the Rulo and Brownsville bridges. Our program director and deputy SHPO has signed the National Register forms as commenting official; the cover sheet for the Rulo Bridge and the complete nomination for the Brownsville Bridge are enclosed. Our review board was slightly confused because the nominations lacked a summary paragraph in the form in which they usually see them, but there was no question about the eligibility of the properties. The Missouri Department of Highway and Transportation was notified within the proper time frame, but we received no comments from them. If you need any thing else, call me at 314/751-5368.

Sincerely,

HISTORIC PRESERVATION PROGRAM

A handwritten signature in cursive script that reads "Steven E. Mitchell".

Steven E. Mitchell
National Register Coordinator

sem

Enclosures: As stated



Recycled Paper A small recycling symbol consisting of three chasing arrows forming a triangle.

August 20, 1992

Steve Mitchell
Historic Preservation Program
Division of Parks, Recreation
and Historic Preservation
State Department of Natural Resources
205 Jefferson/P.O. Box 176
Jefferson City, Missouri 65102

Dear Steve:

I finally was able to contact Beth Boland in Washington, D.C. concerning National Register listing of the Rulo Bridge (Missouri River Bridge). As per her instructions, our office requested "delisting" of the bridge due to a procedural error in a letter addressed to Carol Shull July 30, 1992. Although the bridge was officially listed on June 29, its status after delisting will remain "determined eligible" until procedural requirements are met in Missouri. When proper procedures are met in both states, we will re-submit the bridge for nomination.

I have enclosed an original cover sheet to be signed in Section #4 and returned to our office after the property is scheduled for review and comment by the Missouri state review board. The board members can perform their review using the xerox copies of the individual nomination form and Multiple Property Documentation form sent to you under an earlier letter dated July 20, 1992.

Concerning another "Bridge" matter, I have enclosed the completed National Register nomination form for the Brownville Bridge, owned solely by the State of Missouri but included in the Nebraska bridge survey performed by **Fraser** design and Hess, Roise and Company. If you wish, you may present the nomination to your board for review and submit the property to the National Register for formal listing.

Thanks for your help in resolving this issue, and please accept my apologies for the confusion. Give me a call if you have any questions. My number is (402) 471-4767.

Sincerely,

Joni G. Gilkerson
National Register Coordinator

July 30, 1992

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
1100 "L" Street, N.W.
Washington, D.C. 20240

Dear Ms. Shull:

It has come to our attention that a procedural error has been made concerning National Register listing of the Rulo Bridge (Missouri River Bridge) in Nebraska and Missouri. Although the property was officially listed on June 29, 1992, our office is now requesting "delisting" because the bridge is jointly owned by both the states of Nebraska and Missouri and procedural requirements were followed only in Nebraska. When proper procedures are met, we will re-submit the bridge for nomination. We understand that during this interim period, the bridge's status remains "determined eligible".

If you have any questions please call Joni Gilkerson, National Register Coordinator, at (402) 471-4767. Thank you for your attention to this matter.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

JG/be



NEBRASKA STATE HISTORICAL SOCIETY
 1500 R STREET, BOX 82554, LINCOLN, NE 68501
 DIRECTOR: JAMES A. HANSON (402) 471-3270

July 24, 1992

ALLAN ABBOTT, Director
 Mr. G. C. Strobel, Director
 Department of Roads
 Box 94759
 Lincoln, NE 68509-4759

RH00-006

RE: See attached list

Dear Mr. Strobel:

We are pleased to announce that the above referenced property(s) was officially listed in the National Register of Historic Places, ~~on June 29, 1992.~~ *upon reevaluation and approval by the Missouri State Historic Preservation Board* ~~The effective date of the listing is therefore~~ *January 4, 1993.*

The National Register is the nation's inventory of properties considered to be worthy of preservation. Listing does not affect the ownership of, or access to, the property. It does offer some protection from adverse effects arising from federally funded or licensed projects in the near vicinity. Listing also provides eligibility for certain benefits for income-producing properties under the Tax Reform Act of 1981, as amended, and for matching grants-in-aid subject to availability of funds.

In previous correspondence we
 Enclosed are ~~a copy(s)~~ *a* copy(s) of the nomination(s) for your reference and files. ~~Additional copies may be obtained from the Historical Society for \$3.00 per copy to cover nominal xeroxing and mailing costs. A leaflet on National Register plaques is included, but plaques are entirely optional.~~ Please let us know if you have any questions.

Sincerely,

L. Robert Puschendorf
 Deputy State Historic
 Preservation Officer

Enclosure(s): ~~BF00-002; BT06-049; CE00-227; CN00-030; D009:322-114, 97-1; FN00-098; FR00-072; GD00-119; GF00-013; KH00-092; PT00-068; RH00-066; WT00-187; YK11-051~~



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, BOX 82554, LINCOLN, NE 68501
DIRECTOR: JAMES A. HANSON (402) 471-3270

July 24, 1992

County Board of Commissioners
Richardson County Courthouse
Falls City, NE 68355

RE: Rulo Bridge

Dear Commissioners:

We are pleased to announce that the property referenced above, which is located in the area of your jurisdiction, was officially listed in the National Register of Historic Places on June 29, 1992.

The National Register is the nation's inventory of properties considered to be worthy of preservation. Listing does not affect the ownership of, or access to, private property. It does offer some protection from adverse effects arising from federally funded or licensed projects in the near vicinity. Listing also provides eligibility for certain benefits for income-producing properties under the Tax Reform Act of 1976, as amended, and the Economic Recovery Tax Act of 1981, as amended, and for matching grants-in-aid subject to availability of funds.

Enclosed is a copy of the nomination for you to view. Additional copies may be obtained from the Historical Society for \$3.00 per copy to cover nominal xeroxing and mailing costs. Please let us know if you have any questions.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

Enclosure RH00-066

RH00-066

July 20, 1992

Ms. Claire F. Blackwell, Director
Historic Preservation Program
Division of Parks, Recreation and Historic Preservation
State Department of Natural Resources
205 Jefferson/P.O. Box 176
Jefferson City, MO 65102

Dear Claire:

The Nebraska State Historic Preservation Office recently submitted a multiple property nomination for highway bridges in our state. The bridge properties were officially listed in the National Register June 29, 1992. It has come to our attention that the Rulo Bridge, which spans the Missouri River on the Nebraska-Missouri state line, falls under jurisdiction of both states, therefore it will be necessary to have the Missouri state review board vote on the nomination.

We are requesting your office to schedule the nomination for the next appropriate board meeting for review and comment by the members. After review, please submit a cover letter expressing the vote of the board members to our office. I have enclosed copies of the Rulo Bridge Registration Form and the Multiple Property Documentation Form. If you have any questions, please call Joni Gilkerson at (402) 471-4767. Thank you for your assistance.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, BOX 82554, LINCOLN, NE 68501
DIRECTOR: JAMES A. HANSON (402) 471-3270

May 5, 1992

Mr. Allen Abbott, Director
Nebraska Department of Roads
Box 94759
Lincoln, NE 68509-4759

RE: See attached list

Dear Mr. Abbott:

As you know, the Nebraska State Historic Preservation Review Board met on May 1, 1992, to review nominations to the National Register of Historic Places. The Board approved the nominations for the referenced properties. The nominations will now be forwarded to the Keeper of the National Register of Historic Places, National Park Service, for final review and if approved, listing in the Register. You will be notified of the listings.

We want to thank you for your support of historic preservation and commend you for your commitment to preserve these properties. Please let us know if we can provide any technical assistance in the future.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

LRP:tlf

cc: Bill Hurst

BF00-002; BT06-049; CE00-227; CN00-030; DO09:0322-114, 0097-001;
FN00-098; FR00-072; GD00-119; GF00-013; KH00-092; PT00-068; RH00-
066; WT00-187; YK11-051

Mr. Allen L. Abbott
May 5, 1992
Attachment

BF00-002	KILGORE BRIDGE	S010 04736R
BT06-049	TEKAMAH CITY BRIDGE	S075 13280
CE00-227	ADAMSON BRIDGE	S097 13350
CN00-030	BROWNSON VIADUCT	SS17A00030
DO09:0097-001	SOUTH OMAHA BRIDGE	S27519041
DO09:0322-114	SADDLE CREEK UNDERPASS	S00637025
FR00-072	FRANKLIN BRIDGE	S010 00548
FN00-098	CAMBRIDGE STATE AID BRIDGE	S047 01247
GD00-119	LEWELLEN STATE AID BRIDGE	C003505305P
GF00-013	BURWELL BRIDGE	S011 09274
KH00-092	ROSCOE STATE AID BRIDGE	SL51B00074
PT00-068	COLUMBUS LOUP RIVER BRIDGE	S030 37773L
RH00-066	RULO BRIDGE	S159 01373
WT00-187	RED CLOUD BRIDGE	S281 00423
YK11-051	YORK SUBWAYS	S081 06204 S081 06205 S081 06208

March 20, 1992

G. C. Strobel, Director
Department of Roads
PO Box 94759
Lincoln, NE 68509-4759

Dear Mr. Strobel:

We are pleased to inform you that the property(s) referenced in the enclosure(s), which you own, will be considered by the State Historic Preservation Review Board for nomination to the National Register of Historic Places. The National Register of Historic Places is the federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our nation's heritage.

Listing provides recognition of a property's historic importance and assures protective review of federal projects that might adversely affect the character of an historic property. If the property is listed in the National Register, certain federal investment tax credits for rehabilitation and other provisions may apply.

National Register listing does not mean that limitations will be placed on the property by the federal government. Public visitation rights are not required of owners. The federal government will not attach restrictive covenants to the property or seek to acquire them.

You are invited to attend the State Historic Preservation Review Board meeting in which the nomination will be considered. You may comment to the Board by letter at the address listed on this letterhead; all comments will be transmitted to the Board at the time of the meeting. The Board will meet at 1:00 p.m. on Friday, May 1, 1992, at the Nebraska Department of Roads, Auditorium, 1500 Nebraska Highway 2, Lincoln.

The enclosed notice explains the results of listing in the National Register in greater detail and describes the rights and procedures by which an owner may comment on or object to listing in the National Register.

Should you have any questions about the nomination(s) before the State Historic Preservation Review Board meets, please contact the Nebraska State Historic Preservation Office at (402) 471-4787.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

Enclosures

BF00-2; BT06-49; CE00-227; CN00-30; DO09:322-114, 97-1;
FN00-98; FR00-72; GD00-119; GF00-13; KH00-92; PT00-68;
RH00-66; WT00-187; YK11-51

March 20, 1992

County Board of Commissioners
Richardson County Courthouse
Falls City, NE 68355

Dear Commissioners:

We are pleased to inform you that the property referenced in the enclosure, which is located in your jurisdiction, will be considered by the State Historic Preservation Review Board for nomination to the National Register of Historic Places. The National Register of Historic Places is the federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our nation's heritage.

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The enclosed notice explains the results of listing in the National Register in greater detail and describes the rights and procedures by which an owner may comment on or object to listing in the National Register.

Should you have any questions about this nomination before the State Historic Preservation Review Board meets, please contact the Nebraska State Historic Preservation Office at (402) 471-4787.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

Enclosures
RH00-66

STATE OF NEBRASKA

DEPARTMENT OF ROADS
Allan L. Abbott, Director-State Engineer
1500 Nebraska Hwy 2
PO Box 94759
Lincoln NE 68509-4759
Phone (402) 471-4567
FAX (402) 479-4325



E. Benjamin Nelson
Governor

March 20, 1992

RH00-00

To Selected County Boards and City Councils:

The 1987 Federal Aid Highway Act required states to survey their bridges to determine which were of historic significance. The survey, in part, fulfills requirements of federal law in which bridges eligible for the National Register of Historic Places are considered in any federally-assisted project to be undertaken by the Nebraska Department of Roads through the Federal Highway Administration. Acting as lead agency in this project, the Nebraska Department of Roads determined in October of 1987 that an outside consultant be retained to perform a comprehensive survey of the State's historic bridges. Consultant selection and oversight were provided by a committee representing the Federal Highway Administration, Department of Roads, State Historical Society, Counties and Cities. This committee met in December of 1987 to set the basic guidelines for consultant selection.

By June of 1988, Clayton Fraser of Loveland, Colorado, and Jeffrey Hess of Minneapolis, Minnesota, were selected to perform a survey of Nebraska's pre-1947 bridges and to recommend to the committee those which were of historic significance. They reviewed the department files of approximately 8,000 pre-1947 bridges, selecting 743 for field inventory. The field inventory included record searches in county files, personal interviews, library records and bridge inspections.

By June of 1990, they had determined that 41 of the 743 were definitely eligible for listing in the National Register of Historic Places, 112 potentially eligible, and 590 were not eligible. The committee then met with the consultant and considered each of the 153 bridges on the final list out of the nearly 8,000 pre-1947 structures originally considered. Of the 153 individually reviewed by the committee, 99 were finally selected as structures eligible for National Register listing.

The purpose of this project has been to identify, recognize, and - where feasible - support the preservation of this select group of historic engineering works. The nomination of these historic bridges to the National Register of Historic Places is being requested by the Nebraska Department of

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To Selected County Boards and City Councils
March 20, 1992
Page Two

Roads and Federal Highway Administration as a result of this project. The Department of Roads, therefore, joins the Historical Society and the Federal Highway Administration in recommending these structures as significant technological examples of Nebraska's history.

All additional inquiries concerning the nomination of these bridges should be addressed to Mr. Bill Hurst, Environmental Studies Engineer, at the Nebraska Department of Roads, (402) 479-4410.

Sincerely,

Allan L. Abbott
Director-State Engineer

ORATORIO
MESSIAH
George Frederick Handel
PRESENTED BY
THE COMMUNITY CHORUS
HUMBOLDT, NEBRASKA
DECEMBER 17, 1939
8 o'clock p. m.

SOLOIST—Prof. G. H. Steck.
BASS—Peru State Teachers College,
Peru, Nebraska.

Handel's most successful and best known oratorio, 1741 in the record time of 24 days. It was first given for charitable purposes at Dublin, Handel himself conducting the performance. The nature of the subject must have helped so wonderfully that the original score has roved upon. When he began the "Hallelujah" as if "All Heaven and Earth were lying open performance in London, when the Hallelujah of the audience, the King was so enthralled standing to its end. The audience naturally and this tradition has become permanent.
THE MESSIAH

Orchestra

Part 1.
"Ye my people"
"Shall be Exalted"
"the Lord"
"with the Lord"
"Abide the Day"
"a Virgin Shall Conceive"
"Glad Tidings"
"Glad Tidings"
"Darkness Shall Cover the Earth"
"at Walked in Darkness"
"Child is Born"
"the Angel Said Unto Them"
"and Suddenly There Was With the Angel"
Dr. Harlan S. Heim
Prof. G. H. Steck
Miss Bernice Kaiser
Miss Virginia Ann Porr
Mrs. Robert Lang

Part 2.
"of God"
"Borne Our Griets"
"atons so Furiously Rage"
"ep Have Gone Astray"
"s Cut Off out of the Land"
"bat Not Leave His Soul in Hell"
"tiful are the Feet of Them"
"one Out"
"at My Redeemer Liveth"
"ame Death"
"Shall Sound"
Miss Catharine Gillan
Prof. G. H. Steck
Mrs. Raymond Bucher
Miss Kathryn Greenslit
Prof. G. H. Steck

Humboldt Community Chorus
V. L. V. Hassel
Soprano—Miss Juanita West
Soprano—Harlan S. Heim
Soprano—Miss Kathryn Greenslit
Soprano—Mrs. Robert Lang
Soprano—Miss Aleta Jane Morris
Soprano—Prof. H. A. Schrepel
Soloists:
Soprano—J. B. Arnot
Soprano—Bernice Kaiser
Soprano—Catharine Gillan
Soprano—Raymond Bucher
Soprano—Kathryn Greenslit
Soprano—Virginia Ann Porr
Soprano—G. Heim
Soprano—S. Heim

Marybelle Rediger
Marcelle Frater
ALTO—
Mrs. F. M. Boss
Mrs. Joe Wedner
Grace Barnhill
Kathryn Smith
Erma Leach
Wills Notger
Ethel Sandfort
Catharine Gillan
Evelyn Haecher
Mrs. C. B. Arnot
Bernice Kaiser
Mary Lou Mowry
Gloria Pennington
Margaret Johnson
Lola Baker
Harlett Pennington
William Clark
John C. Heim
Lee Padget
Jack Rediger
Ralph Meister
Art Smith
Frank J. Riet
Ray D. Borganard
Bernard Wiltier
BASS—
Earl Van Steenberg
William Fankhauser
Elgin West
Frank Porr
Robert M. Lang
H. W. Howe
Edo Howe
Harold Jenkins
Keith Harding
Wills Wiltier
Alfred Post

**Bratton Union Holds
Declamatory Contest**

The Bratton Union school held a declamatory contest at the school last Friday evening, to select the representatives in the Little Ten contest, when the following program was given:

"Swing Low, Sweet Chariot",
Negro Spiritual—Tudor Sextet

DRAMATIC
"Honey"—Dorothy Yanny.
"Scratch, the Newsboy's Dog"—
Dona Jean Reagan.
"The Shadow Child"—Ardith Huff.
"Mary Stuart"—Janet Reagan.
"On Wings of Song", Mendelssohn, Clarinet solo—Norma Mehl.

ORATORICAL
"Greatest Game in the World"—
Lou Glathar.
"God Bless America", Irving Berlin, bass solo—Myron Leech.

HUMOROUS
"The Cat Came Back"—Mary Taylor.
"Brotherly Love"—Armond Reagan.

"At Grandma's"—Velma Aden.
"One Big Happy Family"—Una Mae Leech.
"Jane"—Betty Withers.
"Marcheta"—Victor Schertzingler, Soprano solo—Mildred Lampe.

EXTEMPORANEOUS
"Taxes"—Christine Wilkinson.
Janet Reagan, Lou Glathar, Una Mae Leech and Christine Wilkinson were chosen to represent Bratton Union in the Little Ten contest.

The program was directed by Miss Kathryn Smith and was judged by Miss Virginia Johnson of the Humboldt high school.

Miss Dorothee Jayne Weber, student at Peru State Teachers college spent the week end with her parents, Supt. and Mrs. D. H. Weber.

**Our Annual
Christmas Edition**

We submit herewith our annual Christmas edition of The Humboldt Standard, which is truly a shoppers guide, and anyone will profit by reading the advertisements of the Humboldt merchants which appear in this paper. The use of this paper will make your Christmas shopping easy, and you will save money.

We are proud of the fact that all of the color printing in this edition was done right here in Humboldt in our own printing office. Many newspapers buy their paper with the color work printed; but this paper does all of its own printing, and this is a sample of the printing we are able to produce.

Why not send The Standard to a friend or relative as a Christmas Gift, starting with this issue. Just Telephone No. 180 and give us the address to which you wish to have the paper sent and it will be put in the post office immediately. You can then pay us when you come to town.

We have received over 150 new and renewal subscriptions during the past three weeks, many going as a Christmas gift. The Standard is an ideal gift, inexpensive, will be enjoyed by the entire family, and is a constant reminder of the gift throughout the year.

Call 180 NOW for that Standard subscription.

Henry Krofta went to Lincoln, Monday, where he spent a couple of days attending the Organized Agriculture program.

Wm. Junior Fankhauser, who is a student at Peru State Teachers college spent the week end with his parents, Mr. and Mrs. Wm. Fankhauser, Joan and Dickie.

**Will Dedicate
New Rulo Bridge**

The formal opening of the new Rulo bridge, and dedication services will be held at the bridge next Tuesday, December 19.

The new bridge which has been built as a WPA project is a fine structure, and the opening of this new traffic way across the Missouri river will be dedicated with an elaborate program.

Prominent speakers to appear on the program will include Governor R. L. Cochran, State Engineer A. C. Tilley and Ex-Governor, A. J. Weaver. Caravans from many surrounding towns will go to the dedication services.

Three concert bands and fourteen high school bands will be on hand to furnish music and take part in the parade.

At the west approach of the bridge will be dedicated a marker erected to the memory of Lewis and Clark. According to markings on the stone in the vicinity of Rulo and other historical records, the Lewis and Clark Expedition stopped at this place. This dedication will be held from 2 to 2:45 p. m.

From 3 to 3:30 the parade of bands and caravans will be held.

Dedication of the bridge will be held 3:30 to 4:00 p. m., and official opening of the bridge will be at 4:30 p. m. The bridge will be open for free traffic from 8 a. m. to 2 p. m., and will then be closed during the ceremony. After the ceremony the bridge will again be open to free traffic until midnight.

The public is invited to attend the dedication services.

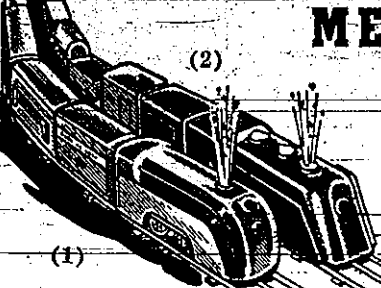
Mrs. Elmer Williamson spent Tuesday with her daughter, Mrs. Curtis Hill and family.

Humboldt Standard 12/17/39



Welcome to
TOYTOWN
RHOO-Oldo

MECHANICAL TRAINS



(1) "MERCURY" Streamliner
27 1/2 inch, 4-unit passenger train.
10 track sections. **98c**

(2) "Commodore Vanderbilt"
35 1/2 inch, 5-unit mechanical freight.
10 track sections. **98c**

BEAUTIFUL DOLL 49c



FUN GALORE
For Boys and Girls

17 1-2-in. TRUCKS
With Trailers!



Dedication of New Bridge at Rulo Held

The historic town of Rulo entertained a crowd of people Tuesday at the dedication of the Rulo bridge, which is the latest connecting link between Nebraska and Missouri. This was perhaps the largest crowd that has ever assembled in Rulo for a single event, and this is perhaps the most important event in the history of the town.

The officials and committees of Rulo are to be commended for the fine manner in which the whole affair was handled. These men certainly failed to overlook any details no matter how minor they might appear. They were organized and prepared to entertain the largest crowd in the history of the town, and they did.

Two bands, the Humboldt high school band and the high school band from Oregon, Mo., were there to open the entertainment. First on the entertainment was a concert on the street by the Oregon, Mo., band. This was followed by a 12-minute radio broadcast by Foster May, "Man on the Street", who came to Rulo for the occasion. At this time Foster May talked to Chief Whitecloud, an Indian chief who is without a doubt the oldest living settler of the community. He is past 99 years old, but considering his age he is quite active and has a keen mind. Mr. May also talked to two former governors of Nebraska and the present governor, ex-governor, Moorehead, ex-governor Weaver, and Governor Cochran.

Immediately following the radio broadcast, the Humboldt high school band assembled after enjoying a good meal, and gave an exhibition of drilling and playing. The Humboldt band also did some drilling later in the parade and was the only band in the group of several that gave a drill exhibition. The band then marched to the Methodist church where the parade assembled for a latter appearance.

In the meantime the Oregon, Mo., band led the people to the Lewis-Clark Memorial and gave a short concert there before the dedication address.

The Lewis-Clark Memorial is a large red boulder erected near the west approach of the bridge, by the NYA under the supervision of Dan Houston. This is the only Lewis and Clark monument in the State of Nebraska. The inscription is as follows: "TO THE PEOPLE OF THE GREAT WEST: Jefferson gave you the country. Lewis and Clark showed you the way. The rest is your own course

several bands had assembled at the Methodist church and were ready for the parade. The parade started at the church, marched through main street and down to a site near the new bridge where the bridge dedication services were held.

Bands participating in the parade were: Mound City, Mo.; Craig, Mo.; Forest City, Mo.; St. Joseph, Mo.; Oregon, Mo.; Shubert, Nebr.; White Cloud, Kansas; Falls City, Nebr.; and Humboldt, Nebr.; a band from Robinson, Kansas, was also present at the dedication program, but was too late for the parade. Several bands were followed by delegations from their towns.

The parade went directly to the front of the platform near the new bridge which had been constructed for the occasion. The ten bands were assembled here for about an hour before the dedication program opened, and during this time each band did their bit in furnishing music.

Hundreds of cars were parked near the platform, and by the use of the public address system, all were in hearing distance of what was being said. The large platform was filled with prominent men and officials from Nebraska and Missouri.

Following the invocation, E. E. James introduced the master of ceremonies, Arthur J. Weaver. Mr. Weaver then had charge of the program. After a talk, in which he related some of the facts leading up to the actual construction of the new Rulo bridge, he introduced several prominent men from the two states, including Lieut. Governor Harris from Missouri, and our own governor, Roy L. Cochran who gave the dedication address and officially opened the new bridge, which is the newest connecting link between Nebraska and Missouri.

The weather was cold for an outside program, and many found it most too uncomfortable to remain throughout the program. However it was a history making day for Rulo and Richardson county.

With the exception of the time of the dedication programs, the bridge was open to the public until midnight without toll charges. Many people drove over the bridge just for the novelty of driving over Nebraska's newest bridge, going across and returning. For several hours after the programs, there was a steady flow of automobiles going both directions, as well as many pedestrians who were taking a walk across the Missouri river on the new bridge.

The bridge is a fine one. The main part of it is nearly one-half mile long, was constructed at a cost of \$761,000. It is being painted with aluminum paint. It is said that 1,300 gallons of paint is be-

City Acquires CCC Buildings

The final papers which gives the city complete ownership of the CCC buildings in Humboldt, came through Tuesday morning.

Acquiring these buildings closes all transactions between the city and the government so far as the abandoned CCC camp is concerned.

Several months ago the camp was abandoned and some of the buildings were wrecked and moved to a new camp at Beaver City. At this time the city filed an injunction against the government. The injunction was filed in a friendly attitude on the part of the city, and was done in order to stop the wrecking long enough that the city officials might get in communication with the proper government officials.

This was accomplished immediately after the injunction was filed. Once the two groups of officers got together, the plan for the city to obtain the balance of the buildings was simple, and the government officials were very agreeable to deal with.

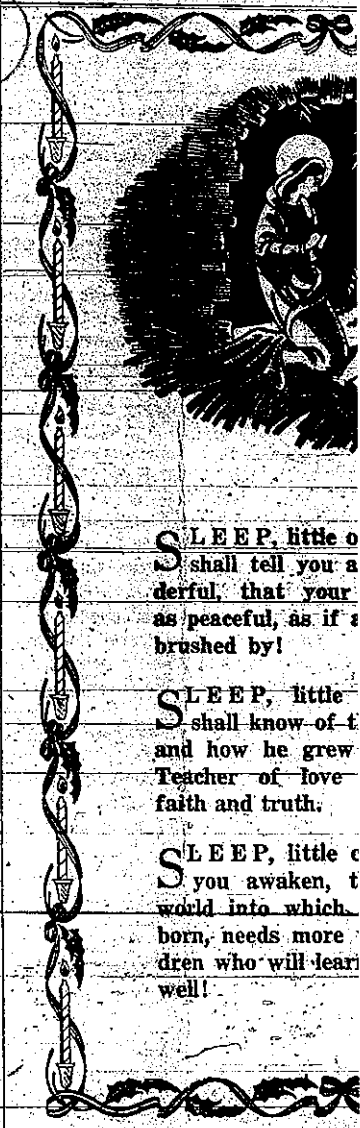
There was a certain amount of red tape necessary before the final papers could be drawn up, but this has been done.

The city officials have not made definite plans as to the use they will make of some of the buildings. However the agricultural society will probably buy from the city five barracks buildings and move them to their own property to be used for housing the fair exhibits. If this is done it will afford ample room for the exhibits with the exception of the livestock, and all will be close together. The buildings will probably be moved to the agriculture society's lots on Third Street at the southwest corner of the Square.

Besides the five barracks buildings which the agriculture society will probably buy, the city has acquired the headquarters building and mess hall. Also a small garage building which the city will probably use as a storage building. The mess hall will be used as a recreation center. There are a few smaller buildings the city will sell.

The city officials are fortunate in securing the buildings in the manner in which they have. The consideration was that the city furnish a certain amount of lumber to replace that used in the buildings. So far as is known, the city of Humboldt is the only one that has been able to negotiate for the buildings for an abandoned CCC camp.

C. R. Baldwin Under-



SLEEP, little o
S shall tell you a
derful, that your
as peaceful, as if
brushed by!

SLEEP, little
S shall know of t
and how he grew
Teacher of love
faith and truth.

SLEEP, little c
S you awaken, t
world into which
born, needs more
dren who will learn
well!

Rotary Rig Being Moved for New Well

Soon after the first of the year a rotary rig will be set up on the Ogle farm southeast of Humboldt, and another well will be drilled. The location will be 1/4 mile north of the location where the well was drilled in 1937 and where a good showing of oil was found.

This second well on the Ogle farm will be drilled by Higgins of Lincoln, and Uhri and Stephens of Humboldt. They have contracted with L. J. Lewis to drill the well with a rotary rig. The slush pond has been dug, and two truck loads of material were brought over from Mound City, Missouri, Tuesday, trucking over the new Rulo bridge.

The Uhri and Stephens well on the Stauffer farm south of Humboldt has been drilled to a depth of about 500 feet but drilling has been temporarily stopped, waiting the arrival of casing. Mr. Uhri

He is past 60 years old, but considering his age he is quite active and has a keen mind. Mr. May also talked to two former governors of Nebraska and the present governor, ex-governor Moorehead, ex-governor Weaver, and Governor Cochran.

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In the meantime, the Orgeon, Mo., band led the people to the Lewis-Clark Memorial and gave a short concert there before the dedication address.

The Lewis-Clark Memorial is a large red boulder erected near the west approach of the bridge, by the NYA under the supervision of Dan Houston. This is the only Lewis and Clark monument in the State of Nebraska. The inscription is as follows: "TO THE PEOPLE OF THE GREAT WEST: Jefferson gave you the country. Lewis and Clark showed you the way. The rest is your own course of empire. Honor the brave men who first saw your west. May the memory of their glorious achievement be your precious heritage." Elliott Cues.

After an appropriate introduction, State Senator, Joseph C. Reavis gave the dedication address. He gave briefly some of the early history of the Rulo community and stated that his father had helped to survey that part of the county. He also related some of the historical facts related to the Lewis and Clark expedition and of their stop at the mouth of the Nemaha river, where they camped for several days and explored some of the surrounding country. These facts are taken from the Lewis and Clark Journal which the government now has.

By the time the dedication services at the monument closed,

the actual construction of the new Rulo bridge, he introduced several prominent men from the two states, including Lieut. Governor Harris from Missouri, and our own governor, Roy L. Cochran who gave the dedication address and officially opened the new bridge, which is the newest connecting link between Nebraska and Missouri.

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Thus, on December 19, 1939, a fine bridge across the Missouri river was dedicated. This bridge will stand for many years, and in the future will probably be looked upon as a monument to the construction work of 1939.

We cannot close this story without a line or two about Clyde Asbury, mayor of Rulo and J. C. Ratekin, chairman of the program committee. These men and their committees of Rulo are to be commended on the fine manner in which they handled their vast crowd and program on this great day.

Mr. and Mrs. E. F. Ude and daughter, Donna, Mrs. Guy Wright and daughter, Mary, attended the dedication services of the new Rulo bridge, Tuesday.

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G. R. Baldwin Undergoes Operation

G. R. Baldwin, local manager for the Lincoln Telephone & Telegraph Co., became suddenly ill from appendicitis and was taken to the hospital at Pawnee City, where he underwent an operation, at about 5 o'clock yesterday afternoon. Reports from the hospital this morning are that he rested well through the night.

Mr. Baldwin refereed two basketball games at Johnson, Tuesday night, and made a trip to Auburn yesterday morning. Not feeling well, he reported to his physician and upon examination it was found that he had appendicitis and was rushed to the hospital.

Coach Roscoe Tolly refereed a basketball game at Sacred Heart Academy, Tuesday evening.

Rotary Rig Being Moved for New Well

Soon after the first of the year a rotary rig will be set up on the Ogle farm southeast of Humboldt, and another well will be drilled. The location will be 1/4 mile north of the location where the well was drilled in 1937 and where a good showing of oil was found.

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The Uhr and Stephens well on the Stauffer farm south of Humboldt has been drilled to a depth of about 500 feet but drilling has been temporarily stopped, waiting the arrival of casing. Mr. Uhr reported this morning that the formation in this well was very similar to that in the Ogle well.

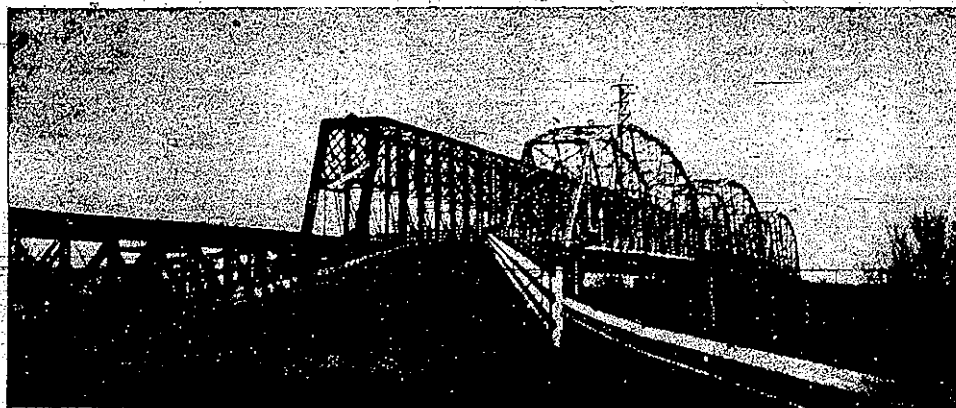
At the Bolce well an effort is being made to shut out the water. Cement has been forced into the bottom of the well and after it has had time to set, they will drill through the cement, and a good well is hoped for.

ASSISTED IN CHRISTMAS CANTATA

Mrs. John Uhr, Mrs. Walter Park, Mrs. Henry Krofta and Mrs. Wm. Fanchauser assisted with the county project club Christmas cantata which was given at Verdon, Monday evening at the Congregational church.

It was a very good program, well attended. Members from the project clubs throughout the county participated in the program, including about 50 people.

New \$761,000 Nebraska-Missouri Bridge at Rulo



ENLISTS IN NAVY

Guy Lonke, Jr., went to Omaha, Tuesday, where he received his physical examination and enlisted in the U. S. Navy. He left Omaha, last evening for the naval training station at Great Lakes, Ill.

BALDWIN'S ADOPT DAUGHTER

Mr. and Mrs. C. R. Baldwin announce the adoption of a daughter, Nancy Jo, born November 1, 1938.

Mr. and Mrs. Leslie Biggs and family of Palmyra, spent Sunday with Mr. Biggs' sister Mrs. Wade Dorland and family.