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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

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 Cambridge State Aid Bridge  
other name/site number NEHBS Number FN00-98

2. Location

street & number State Highway 47 over the Republican River N/A not for publication  
city, town 0.6 mile south of Cambridge X vicinity  
state NE county Furnas code 065 zip code 69022

3. Classification

Ownership of Property Nebraska Department of Roads Number of Resources within Property  
Category of Property structure Contributing Noncontributing  
0 0 buildings  
0 0 sites  
1 0 structures  
0 0 objects  
1 0 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 of certifying official Bob Fischer Conf DSHPS Date 5/6/92  
State or Federal agency and bureau Nebraska State Historical Society

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

Signature of the Keeper Arlous Byer Date of Action 6/29/92

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**6. Function or Use**

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Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

TRANSPORTATION/road-related

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**7. Description**

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Architectural Classification (enter categories from instructions)

OTHER /concrete filled spandrel arch bridge

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

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Describe present and historic physical appearance.

Located just south of Cambridge, the Cambridge State Aid Bridge spans the Republican River in a rural Furnas County setting that has changed little since the structure's period of significance. Other than maintenance-related repairs, noted below, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Cambridge State Aid 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:	5	construction date:	1914
span length:	64.0'	construction cost:	\$22,406.30
total length:	312.0'	current condition:	good
roadway wdt.:	28.0'	alterations:	widened by cantilevering, 1964

superstructure: reinforced concrete elliptical filled spandrel arch

substructure: concrete abutments, wingwalls and piers

floor/decking: concrete deck

other features: guardrail: 2 steel angles with concrete curb

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## 8. Statement of Significance

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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	1914 (The period of significance is derived from the original construction date.)
Significant Dates	1914
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Nebraska State Engineer
(Builder)	Lincoln Construction Company, Lincoln NE

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

Established by the Nebraska state legislature in 1911, the State Aid Bridge program was designed to assist the counties in construction of major river crossings. In February 1913 the Furnas County commissioners first applied for state aid in building a bridge across the Republican River immediately south of Cambridge. The program was still in its formative stages, and the state engineer's office delineated no less than six alternate designs incorporating variations of concrete arches, concrete girders and steel trusses. On February 26, 1914, proposals were received at the Furnas County Courthouse from nine bridge firms, five of which were Nebraska-based. Low bidder at \$18,999.00, the Lincoln Construction Company was awarded the contract to erect a five-span, concrete spandrel arch structure. Despite difficulties caused by heavy spring floods, the Lincoln-based contractor was able to complete construction by late that fall, and in November 1914 the bridge was opened to traffic. The project's total cost, including some additional concrete, reinforcing steel, approach work, and grading, was \$22,406.30, of which the state paid half. The bridge was extended in 1939 by the addition of a 70-foot pony truss and a 19-foot timber stringer. In 1964 both of these spans were removed, and the roadway width of the arches was increased from 20 feet to 28 feet.

Lasting from 1911 until 1936, the state aid bridge program proved immensely successful in providing vehicular bridges over Nebraska's rivers. During this time the state engineer's office built some 77 structures, seventeen of which were concrete arches such as the Cambridge Bridge. Six of these multiple-span arches remain in use today. The Cambridge State Aid Bridge is technologically significant as a well-preserved and well-documented, early example of concrete arch construction in Nebraska. The high degree of significance of this bridge mitigates the nominal loss of integrity caused by the 1964 widening.

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."

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**9. Major Bibliographical References**

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Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number S047 01247; Proceedings of the Furnas County Commissioners, located at Furnace County Courthouse, Beaver City, Nebraska, refer to the following entries in book 5: 26 February 1914 (page 267), 24 June 1914 (page 282), 10 November 1914 (page 295); Nebraska State Board of Irrigation, Highways and Drainage, **Tenth Annual Biennial Report**, 1912-14, pp. 221, 222, 234, 235, 248; Construction drawings for the Cambridge State Aid Bridge, on file with the Nebraska Department of Roads, Lincoln, NE; Aivars G. Ronis, "Nebraska State Aid Bridges," typewritten report by Nebraska Department of Roads, September 1971, revised 1978, n.p.; field inspection by Clayton Fraser, 29 March 1989.

\_\_\_\_ 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): \_\_\_\_\_

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**10. Geographical Data**

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Acreage of Property    less than one acre  
Cadastral Reference    S32, T4N, R25W  
USGS Quadrangle        Cambridge (7.5 Minute Series, 1956; photorevised 1983)  
UTM References         zone 14    easting 400910    northing 4458570

\_\_\_\_ See continuation sheet

**Verbal Boundary Description**

The nominated property is a rectangular shaped parcel measuring 312 feet by 30 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

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**11. Form Prepared By**

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name/title	Clayton B. Fraser, Principal, and Carl W. McWilliams, Research Historian		
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		zip code	80537

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