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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 Roscoe State Aid Bridge
other name/site number NEHBS Number KH00-92

2. Location

street & number State Link 51B over the South Platte River
city, town 0.5 mile southeast of Roscoe
state NE county Keith code 101
N/A not for publication
X vicinity
zip code 69153

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 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 Ruscher
Signature of certifying official
Nebraska State Historical Society
Date 5/6/92

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

Alana Byrne
Signature of the Keeper
Date of Action 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 /steel cantilevered stringer

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

Located less than a mile southeast of Roscoe, the Roscoe State Aid Bridge spans the South Platte River, and is little changed from its period of significance. The Roscoe 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:	7	construction date:	1934-1935
span length:	85.0'	construction cost:	\$98,000.00, estimated [with Brule State Aid Bridge]
total length:	500.0'	current condition:	excellent
roadway wdt.:	19.0'	alterations:	none

superstructure: steel cantilevered stringer

substructure: concrete abutments and wingwalls; steel pile and concrete piers

floor/decking: asphalt over concrete decking

other features: guardrail: concrete parapets with steel rails

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	1934-35 (The period of significance is derived from the original construction date.)
Significant Dates	1934-1935
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Nebraska Bureau of Roads and Bridges
(Fabricator)	McClintic - Marshall Corporation, Chicago IL
(Builder)	unknown

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

In late summer 1934 engineers for the Nebraska Bureau of Roads and Bridges completed the contract drawings for two multiple-span bridges over the South Platte River in Keith County. With a combined estimated cost of \$98,000, the Brule and Roscoe State Aid Bridges were to be funded in part by the State Aid Bridge Fund (\$50,000) and the Public Works Administration (\$28,000); the remaining \$20,000 came from county funds. "The bridge spans proper will be identical for each site," the bureau reported in 1934. "But the road approaches, dikes, jetties and protection work will vary according to the requirements of the topography of each individual site." Both the Brule (Project SAB-870) and Roscoe (Project SAB-869) structures were 7-span steel I-beam stringers, supported by concrete piers in the river's channel, with steel pile bent piers in the floodplain. The Roscoe Bridge required 1463 cubic yards of concrete, 3234 feet of steel piling, 81,035 pounds of reinforcing steel, 14,225 pounds of steel in the piers and 281,645 pounds of steel in the superstructure. Proposals to erect the two structures were received on September 28, 1934, with the understanding that work would be completed by the following April. Employing steel fabricated at the McClintic - Marshall Corporation's Chicago plant, both structures were duly completed by the spring of 1935. The Roscoe Bridge has carried traffic since, in essentially unaltered condition.

Built in 1934-1935, the Brule and Roscoe State Aid Bridges were among the final projects to receive such state funding. Soon after their erection, the State Aid Bridge fund was phased out, ceasing entirely in 1936. The two structures are thus technologically significant as examples of long-span beam construction as part of the State Aid Bridge program in Nebraska. As early as 1932 the bureau of roads began experimenting with cantilever stringer design as an alternative to truss or transverse joist girder configurations. "These bridges [Brule and Roscoe] will mark a distinct advance in State-Aid bridge design on the South Platte River," the bureau stated. The two structures demonstrated not only the economy and durability of such steel stringer design, but the speed with which it could be erected. The subsequent alterations to the Brule Bridge tends to enhance the significance of the Roscoe State Aid Bridge. It is today one of the most important of Nebraska's later highway spans.

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 SL51A00074; Department of Roads and Irrigation, **Twentieth Biennial Report, 1933-1934**, pp. 86, 89, 90; Aivars G. Ronis, "Nebraska State Aid Bridges," typewritten report by Nebraska Department of Roads, June 1971, revised 1978; "500'0" Multiple Deck Steel Girder Spans, Roscoe State Aid Bridge," Nebraska Department of Roads and Irrigation, original construction drawings, September 1934, located at Nebraska Department of Roads, Lincoln, Nebraska; field inspection by Clayton Fraser, 2 May 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:)

10. Geographical Data

Acreage of Property less than one acre
Cadastral Reference S4/5, T13N, R37W
USGS Quadrangle Keystone (7.5 Minute Series, 1971)
UTM References zone 14 easting 283720 northing 4555710

___ See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 500 feet by 21 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	Clayton B. Fraser, Principal	date	30 June 1991
organization	Fraserdesign and Hess, Roise and Company	telephone	303-669-7969
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city or town	Loveland	zip code	80537
