

7164
RECEIVED
MAY 13 1992
OMB No. 1024-0018

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 Franklin Bridge
other name/site number Republican River Bridge; NEHBS Number FR00-72

2. Location

street & number State Highway 10 over the Republican River N/A not for publication
city, town 1.0 mile south of Franklin X vicinity
state NE county Franklin code 061 zip code 68939

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]
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:)

[Signature]
Signature of the Keeper

~~Registered for~~
~~National Register~~
6/29/92
Date of Action

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 /rigid-connected Warren pony truss

Materials (enter categories from instructions)

foundation	N/A
walls	N/A
roof	N/A
other	N/A

Describe present and historic physical appearance.

Located a mile south of Franklin, the Franklin Bridge [Republican River Bridge] spans the Republican River in a rural Franklin County setting that has changed little since the structure's period of significance. Other than the alterations noted below, the bridge remains essentially unchanged as it continues to carry vehicular traffic. The Franklin Bridge [Republican River 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:	1932 and 1935
span length:	100.0'	construction cost:	1932: unknown; 1935: \$59,000.00
total length:	726.0'	current condition:	good
roadway wdt.:	23.0'	alterations:	In 1935, a flood destroyed the south approach span and truss. The highway department replaced the truss and added two new approach spans to the south and three to the north, creating the current configuration.

superstructure: steel, 10-panel, rigid-connected Warren pony truss with polygonal upper chord
substructure: concrete abutments with flared, sloped wings and solid concrete piers
floor/decking: concrete slab deck over steel stringers
other features: upper chord: back-to-back channels with cover plate and lacing; lower chord: back-to-back channels with battens; vertical: wide flange; diagonal: wide flange; floor beam: I-beam riveted to angle which is riveted to bottom of vertical; bottom lateral: back-to-back angles tied at center of panel by gusset plate; railing: angle rail and posts mounted on curb.

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	1932 - 1935 (The period of significance is derived from the original construction date and extends through significant later alterations, as noted in the text below.)
Significant Dates	1932; 1935
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Nebraska Bureau of Roads and Bridges
(Fabricator)	St. Joseph Structural Steel Company (1932); Omaha Steel Works and Pittsburgh-Des Moines Steel Company (1935)
(Builder)	Koehler Construction Company, Sterling NE (1932)

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

In 1932, the Nebraska Bureau of Roads and Bridges designed the Franklin Bridge and contracted its construction under Project 328-A to the Koehler Construction Company. The St. Joseph Structural Steel Company fabricated the superstructure. As originally built, the bridge was composed of three polygonal Warren pony trusses, and only three approach spans (one to the south, and two to the north). In 1935, however, a devastating flood swept down the Republican River. In his biennial report, the district highway engineer stated that "notwithstanding the sustained tremendous forces exerted on [the Franklin Bridge]..., the major portion of it stood firm. However, the south abutment and the first south pier finally collapsed and the two south spans [i.e., the south approach span and southernmost truss] were swallowed by the flood." Rather than hire a contractor, the bureau of roads itself repaired the bridge. The bureau replaced the lost truss with one of identical design fabricated by the Omaha Structural Steel Works and constructed two new approach spans on the south and three on the north. The total cost of repairs was \$59,000. No other alterations appear to have been made since 1935.

The Nebraska Bureau of Roads and Bridges eschewed Warren truss configurations in favor of the Pratt truss throughout the 1910s and 1920s. In the early 1930s, however, the Bureau designed a handful of bridges using Warrens with polygonal top chords for long-span pony trusses. The West Blue River Bridge near Dorchester, the Nemaha River Bridge near Auburn and the Franklin Bridge were the three most notable examples of this type built between 1931 and 1934. Both the Auburn and Dorchester bridges have since been removed. Although adopted as a standard design in other states, the polygonal Warren truss was never used extensively in Nebraska. The Franklin Bridge is thus technologically noteworthy as the sole remaining example in the state of this formative engineering exercise.

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 S010 00548; Department of Public Works, **Nineteenth Biennial Report**, 1931-32, page 98; Department of Roads and Irrigation, **Twentieth Biennial Report**, 1933-34, page 97; Department of Roads and Irrigation, **Twenty-First Biennial Report**, 1935-36, pages 56-60, 75-76, 128-130; also refer to the following bridge plans, all on file in the Bridge Division, Nebraska Department of Roads: Department of Public Works, "3-60' Deck Steel Girder Spans, 3-100' Pony Truss Spans," 24 September 1932, plan number 328-A-1; Shop Plan Number 8604, dated 1932; Department of Roads and Irrigation, "402' Multiple Span Bridge Extension to 322' Bridge," 30 August 1935, plan number ER-1-1; Shop Plan Number 8870, dated 1935; field inspection by Demian Hess, 22 January 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 S6, T1N, R14W / S1, T1N, R15W

USGS Quadrangle Franklin, Nebraska - Kansas (7.5 Minute Series, 1974)

UTM References zone 14 easting 504080 northing 4435950

____ See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 726 feet by 25 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	state	Colorado
city or town	Loveland	zip code	80537
