
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 Warren cantilevered 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.

Located on the east edge of Brownville, the Brownville Bridge spans the Missouri River on the Nebraska - Missouri state line. Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Brownville 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:	2	construction date:	1939
span length:	420.0'	construction cost:	\$708,878.54
total length:	1904.0'	current condition:	good
roadway wdt.:	22.5'	alterations:	none

superstructure: steel, rigid-connected Warren cantilever through truss

substructure: concrete abutments with concrete backwalls and sloped wingwalls; concrete piers

floor/decking: concrete deck over I-beam stringers

other features: upper chord: 2 channels with cover plate and ventilated bottom plate; lower chord: 2 channels with cover plate and ventilated bottom plate; vertical: wide flange; diagonal: 2 ventilated channels with continuous plate; portal and overhead bracing: I-beam; top lateral: cross-braced I-beam; bottom lateral: cross-braced back-to-back angle-sections.

8. Statement of Significance

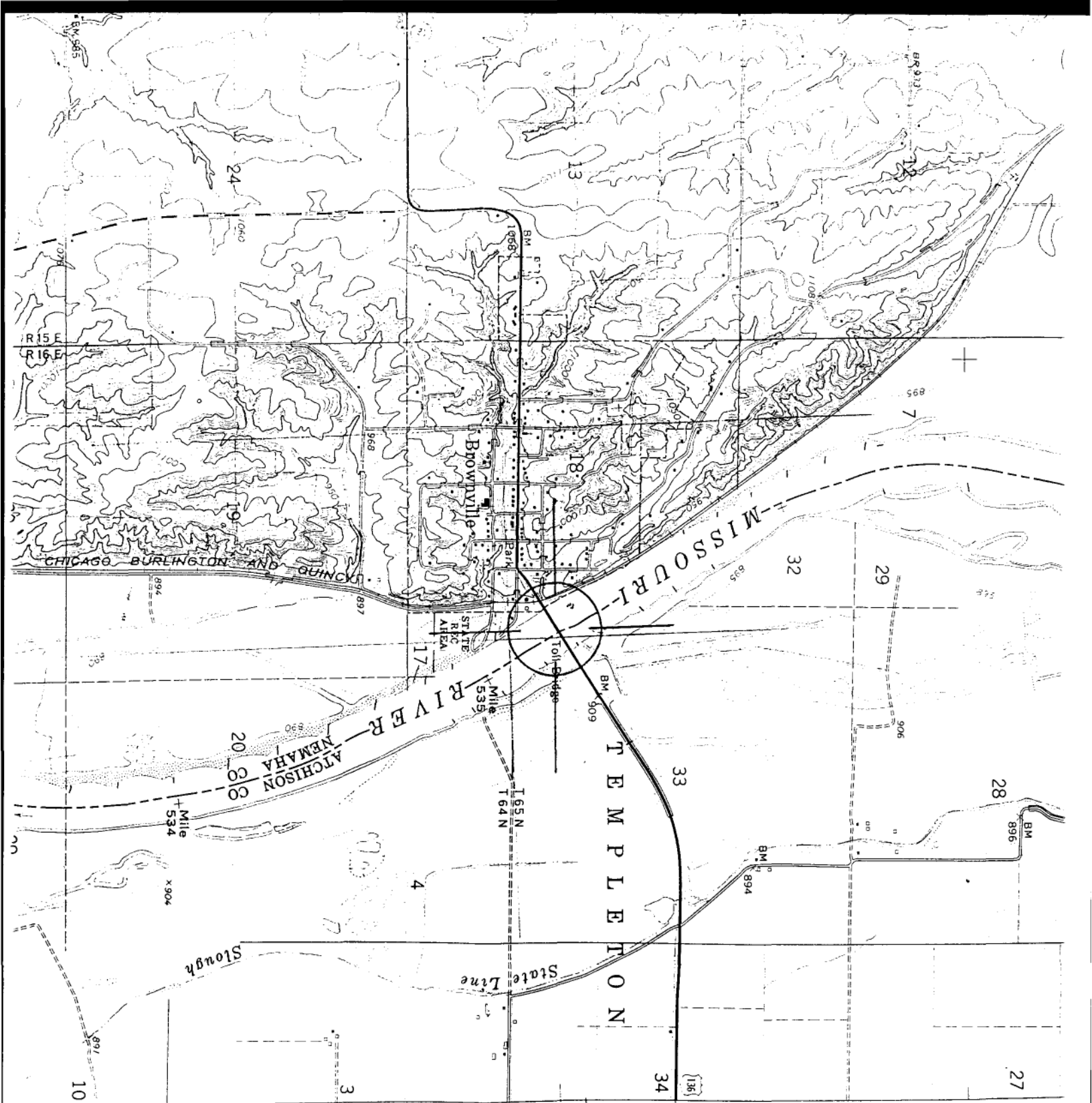
Certifying official has considered the significance of this property in relation to other properties:

	statewide
Applicable National Register Criteria	C
Criteria Considerations (Exceptions)	N/A
Areas of Significance	Engineering
Period of Significance	1939 (The period of significance is derived from the original construction date.)
Significant Dates	1939
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Ash, Howard, Needles and Tammen, Kansas City MO
(Fabricator)	Bethlehem Steel Company, Pittsburgh PA
(Builder)	Ash, Howard, Needles and Tammen (supervisor); Bethlehem Steel Company (superstructure); C.F. Lytle Company (substructure); C.H. Atkinson Paving Company (embankments)

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

The Atchison County (Missouri) Board of Supervisors appears to have initiated the planning for this bridge over the Missouri River, securing the prestigious firm of Ash, Howard, Needles and Tammen (AHNT) for design construction supervision. AHNT modeled the new structure on another two-span, continuous truss bridge they had built over the Missouri River at South Omaha in 1934-35, changing details and construction methods of the previous design to improve aesthetics and reduce cost. Whereas, according to one engineer, a "hodgepodge of deck trusses, girder spans and trestles" were used for the South Omaha approach spans, AHNT used only continuous deck girder approaches for the Brownville Bridge. Construction on the structure began early in 1939, with the Bethlehem Steel Company fabricating and erecting the superstructure, the C.F. Lytle Company building the substructure, and the C.H. Atkinson Paving Company completing the earth embankments. The bridge was completed by October 1939. Total project cost: \$708,878.54. The Missouri Highway Commission provided \$50,000, and the Federal Emergency Administration of Public Works provided a grant of \$311,580. Atchison County issued bonds for the balance of the costs, and operated the bridge as a toll crossing to repay its bondholders and cover maintenance expenses. In 1945 the Nebraska Department of Roads and Irrigation reported that the bridge was in "excellent" condition, although the concrete in the piers was cracking and in need of immediate repair. These repairs were apparently never made. Now a toll-free crossing, the Brownville Bridge is technologically significant for its long-span cantilevered truss design and innovative construction.

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."



25'
4477

PHELPS CITY 1.6 MI.
TARKIO 15 MI.

BROWNVILLE BRIDGE
(NEHEE # NH00-85)
NEMAHA COUNTY

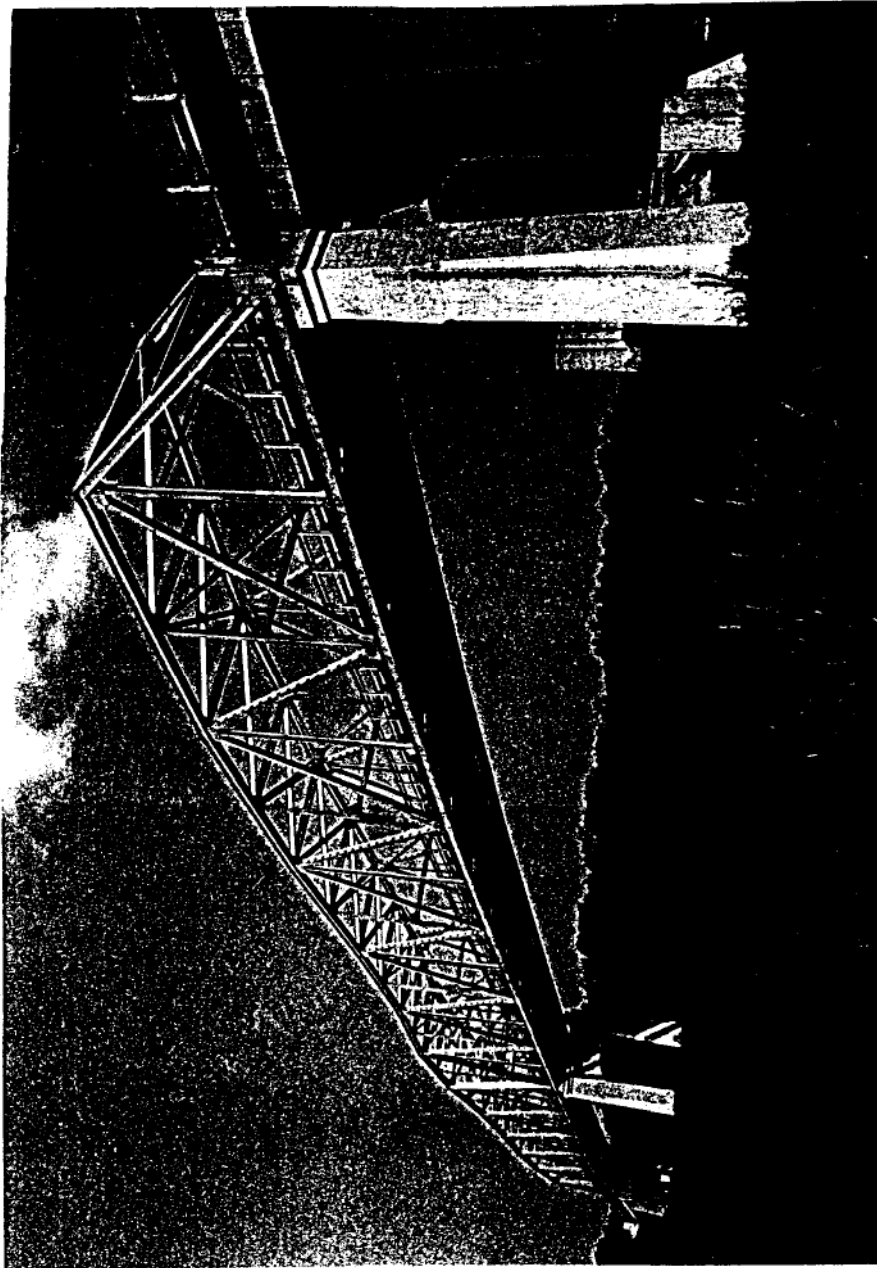
ATTM:

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1 540 000 FEET
(MO.)

4474

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93000536

United States Department of the Interior
National Park Service

LISTED 19930617

National Register of Historic Places Registration Form

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 Brownville Bridge
other name/site number NEHBS Number NH00-85

2. Location

street & number U.S. Highway 136 over the Missouri River N/A not for publication
city, town east edge of Brownville N/A vicinity
state NE; MO county Nemaha, NE; Atchison, MO code 127/005 zip code 68321

3. Classification

Ownership of Property	<u>State of 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 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] May 10, 1993
Signature of certifying official 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 Claire F. Blackwell, Deputy SHPO
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 of the Keeper

Date of Action

9. Major Bibliographical References

Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number S136 24018; Nebraska Department of Roads and Irrigation, **Twenty-Third Biennial Report, 1939-1940**, p. 23; Ned L. Ashton, "Comments on Design and Construction of Various Mississippi River Bridges," lecture to the American Society of Civil Engineers, Tri-City Section, Davenport, 6 April 1944, copy at the Iowa State Historical Society, Des Moines, Iowa; Henry G. Schlitt, "Missouri River Bridges, Report #2," 7 November 1945, located in Bridge Department Files, Nebraska Department of Roads; field inspection by Jeffrey A. Hess, 19 July 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 1.07 acre
Cadastral Reference S18, T5N, R16E; S33, T65N, R42W
USGS Quadrangle Peru, NE. - MO (7.5 Minute Series, 1966)
UTM References zone 15 easting 274960 northing 4475220

___ See continuation sheet

Verbal Boundary Description

The nominated property is a narrow, rectangular shaped parcel measuring 1904 feet by 24.5 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

TMY 6 KODAK 5053 TMY 7 KODAK 5053 TMY 8 KODAK 5053 TMY 9 KODAK 5053 TMY 10



6 6A 7 7A 8 8A 9 9A 10
TMY 11 KODAK 5053 TMY 12 KODAK 5053 TMY 13 KODAK 5053 TMY 14 KODAK 5053 TMY 15



11 11A 12 12A 13 13A 14 14A 15
TMY 16 KODAK 5053 TMY 17 KODAK 5053 TMY 18 KODAK 5053 TMY 19 KODAK 5053 TMY 20



16 16A 17 17A 18 18A 19 19A 20
3 TMY 21 KODAK 5053 TMY 22 KODAK 5053 TMY 23 KODAK 5053 TMY 24 KODAK 5053 TMY



21 21A 22 22A 23 23A 24 24A