Appendix B

Section 106 / Cultural Resources Coordination

BNSF, Bridgeport
Project No. RRZ-TMT-26-1(161) CN 51299

Summary of Cultural Resource Evaluations with Project Effects Recommendations

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U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
DEPARTMENT OF TRANSPORTATION

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Management Summary

The Nebraska Department of Transportation (NDOT) proposes to construct the RRZ-TMT-26-1(106), BNSF, Bridgeport project (the Project) using funds from the Federal Highway Administration (FHWA). This project is located where US Highway 26 (US-26)/Nebraska Highway 92 (N-92) crosses the BNSF Railway railroad tracks in the City of Bridgeport, Morrill County, Nebraska. The project proposes to construct a new, two-lane grade-separated viaduct to carry US-26/N-92 over the existing Burlington Northern Santa Fe (BNSF) single mainline track plus future mainline tracks. The existing at-grade crossing would be removed.

Due to FHWA involvement, the Project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties. Consultation on this project was initially conducted by FHWA in 2015 and the State Historic Preservation Office (SHPO) concurred on a project effects determination of *no historic properties affected* on 07/06/2015 (HP#0801-024-01).

FHWA is in the process of completing an Environmental Assessment (EA) and is the lead federal agency for this undertaking. Since 2015, the Western Area Power Administration (WAPA) has been identified as a cooperating agency. Using information from 2015, and this updated report, FHWA will re-initiate consultation under Section 106 with SHPO. In addition, FHWA will initiate consultation with WAPA as well other consulting parties.

This undertaking has been reviewed under the programmatic agreement entitled *Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska* (February 2023). This PA is designed to streamline compliance efforts within the FHWA federal-aid program in Nebraska.

Cultural resource investigations, both archeological and architectural, began on the proposed Project in 2007 and were revisited in 2015, 2021 and 2024. This report summarizes those efforts and presents new information regarding architectural investigations completed in 2021 as well as a supplemental archeological evaluation completed in 2024 to support of design changes required by design changes to a WAPA owned transmission line.

No National Register of Historic Places (NRHP) eligible or listed properties were identified within the direct area of potential effects (APE) for architectural resources or for archeological resources. Two historic properties, the Morrill County Courthouse and the Irrigation Headquarters Building are located within the indirect APE for architectural resources. NDOT recommends that these properties would not be affected the Project as proposed.

Introduction

NDOT began cultural resource investigations in 2007 to support of the proposed Project to construct the BNSF, Bridgeport project (the Project). Using funds from the Federal Highway Administration (FHWA), the Project proposes to construct a new, two-lane grade-separated viaduct to carry US-26/N-92 over the existing Burlington Northern Santa Fe (BNSF) mainline track plus future mainline tracks in Bridgeport, Nebraska (Figure 1). The existing at-grade crossing would be removed. Due to FHWA involvement, the Project is a federal undertaking and must be reviewed under Section 106 of the National Historic Preservation Act, as amended (36 CFR 800) requiring federal agencies to consider and consult about the effects of proposed projects on historic properties. This report compiles and presents cultural resource investigations completed, provides NRHP eligibility recommendations and project effects recommendations.

NEPA Summary

FHWA is the lead federal agency and is in the process of drafting an Environmental Assessment (EA) which identifies Alternative 2 (Figure 2) as the preferred alternative. To date, public participation and agency coordination has been considerable, and since 2013 includes an Interagency meeting (2013), two public information meetings (2014 & 2015), a Western Area Power Administration / FHWA / NDOT Coordination meeting (2016), a stakeholder meeting (2016) and a public open house meeting (2019).

Cultural Resource Investigations Summary

This report summarizes and documents the completion of literature reviews and field investigations completed in support of this project beginning in 2007 and continuing to the present day. This project received Nebraska State Historic Preservation Office (SHPO) concurrence on NRHP eligibility determinations and on a project effects determination of *no historic properties affected* on 07/06/2015. Due to the age of the documentation, NDOT updated the 2015 documentation by completing additional identification and evaluation efforts in 2021. Architectural investigations were updated in 2021 (Laffin 2021, Appendix 1). The archeological APE previously considered (2015) was sufficient and no new archeological investigations were completed in 2021 (Ziska 2021). Since 2015, the Western Area Power Administration (WAPA) has been identified as a cooperating agency, and in 2023, the archeological APE was expanded to include portions of a WAPA held easement to accommodate the proposed relocation of transmission lines. Intensive archeological fieldwork of the expanded archeological APE was completed in 2023 and is reported upon here by Trent Carney (Carney 2024, Appendix 2). Carney also provides a discussion of the environmental setting, and a cultural chronology as understood by western archeologists.

Consultation

Using documentation completed in 2015 (Appendix 3) and this updated report, FHWA will re-initiate consultation under Section 106 with SHPO. FHWA will also initiate consultation with WAPA as well other consulting parties. Consulting parties are identified in Table 1.

Project Description

This proposed Project involves constructing a viaduct at the location where U.S. Highway 26 (US-26)/Nebraska Highway 92 (N-92) crosses the BNSF Railway's (BNSF) railroad tracks west of the City of Bridgeport, Morrill County, Nebraska (Figure 1). The existing at-grade crossing is located west of the intersection of Recreation Road and Fifth Street (US-26/N-92) in the City of Bridgeport. The proposed Project would close the existing at-grade BNSF railroad crossing, 089-081-B, at US-26/N-92 mile marker 60.92 and would construct a new viaduct. The proposed viaduct would diverge from the existing highway alignment at about J Street on the east, pass to the south of the two electrical substations west of the railroad tracks, and reconnect to the existing US-26/N-92, approximately 0.4 mile west of the existing US-

26/N-92 at-grade crossing.

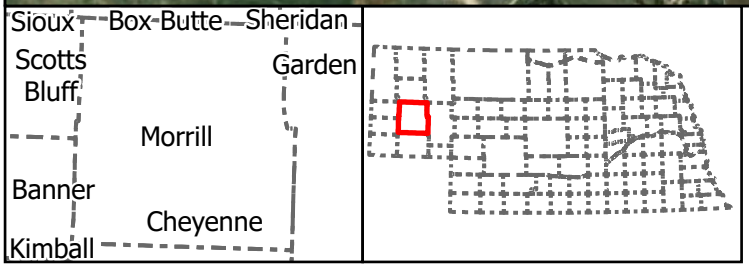
The proposed Project would involve constructing a new, two-lane grade-separated viaduct to carry US-26/N-92 over the existing BNSF single mainline track plus future mainline tracks. The existing at-grade crossing of the railroad tracks would be removed. The proposed viaduct is anticipated to consist of a pier and abutment configuration. Proposed viaduct sections would generally be 54 feet wide and would likely include two 12-foot-wide through lanes with 10-foot-wide shoulders, a 7-foot-6-inch-wide sidewalk on the north side of the viaduct, a 1-foot-4-inch bridge rail on the south side, and a 1-foot-wide bridge rail between the westbound traffic lane and the sidewalk. In addition, roads at the viaduct ends would need to be reconstructed to provide access to nearby residences and businesses. The viaduct would conform to BNSF design standards and would provide adequate vertical clearance of 23 feet 4 inches for continued use of the BNSF mainline and siding tracks. The bridge length would accommodate the existing single mainline track plus an additional two future mainline tracks. Viaduct approach grades of three to five percent are expected. As a result, multiple access points to adjacent properties would be eliminated from US-26/N-92, reducing cross-traffic conflicts and allowing traffic to flow more smoothly.

During construction of the proposed Project, two separate and temporary hard-surfaced roads would be constructed, which would run along the north side of the existing road at the points where the realigned US-26/N-92 would tie back into the existing highway. Between the tie-in points, the existing US-26/N-92 pavement and the existing railroad crossing would be utilized to handle traffic during construction. The viaduct and a majority of the new roadway could be constructed without affecting traffic on existing US-26/N-92, thus minimizing the time traffic would need to run on the temporary roads. Access to the residential neighborhood located north of US-26/N-92 would be maintained via I Street and 4th Street. For homes which abut US-26/N-92, the contractor would work with residents prior to construction activities to maintain access via temporary roads or phased paving. Access to Recreation Road would be maintained for vehicular traffic and recreational vehicles via temporary roads or phased paving, thus no detour route for Recreation Road would be required. Furthermore, a detour would not be feasible because the length of the only possible detour route would exceed 38 miles and would substantially affect the businesses located to the west of the railroad tracks. In addition, the proposed Project would maintain access to the Bridgeport State Recreation Area (SRA) and adjacent businesses at all times and would accommodate ingress and egress to and from a public street throughout construction. This may require the phased construction of new driveways and connections to existing streets to allow access from the public street during construction.

Once construction is complete, the old US-26/N-92 pavement would be left in place to provide access to the businesses and electrical substations on the west side of the railroad tracks and would be connected to the new US-26/N-92 alignment via a new drive. On the east side, Railroad Avenue would be improved with concrete pavement and would provide access to Recreation Road as well as connect to G Street and H Street. Both I Street and J Street would connect to the newly constructed US-26/N-92.

Although current NDOT policy regarding new viaduct construction generally requires the closure of two at-grade crossings (one at or near the location of the structure and one other as selected and approved by NDOT and the political subdivision), only two at-grade crossings are near the City of Bridgeport. One is on US-26/N-92, which provides access to the city from the west, and one is on Nebraska Highway 88 (N-88), which provides access to the city from the south. Closing both crossings with the construction of only one viaduct would greatly disrupt the state and federal transportation network from either the west or south. Therefore, on September 3, 2014, the NDOT Director approved the request to except this proposed Project from the policy. Thus, the proposed Project requires only one at-grade closing, at the location of the proposed viaduct.

Figure 1. Project Location.



Project Name: BNSF, Bridgeport
Control No.: 51299
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Project Location

0 0.25 0.5 1 Miles

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(project description continued)

Three stormwater detention basins are planned for conveying stormwater runoff from the roadway of the Preferred Alternative. The basins would be excavated to a depth of approximately one foot above the highest groundwater levels as measured by static water levels in wells within the environmental study area. These detention basins would provide for better local stormwater drainage as there is no existing stormwater system adjacent to the proposed Project to tie into. The detention basins would also help improve drainage on existing streets adjacent to the Project. It is anticipated that the detention basins would detain water for no more than 72 hours. The basins would vary in size from approximately 0.25 acre to 0.5 acre, with final dimensions to be determined during the final design process.

Table 1. Consulting Parties Identified in 2024

State Historic Preservation Office (SHPO)	Pawnee Nation of Oklahoma
Western Area Power Association (WAPA)	Rosebud Sioux Tribe
Apache Tribe of Oklahoma	Three Affiliated Tribes
Arapaho Tribe	Yankton Sioux Tribe
Cheyenne and Arapaho Tribes	Morrill County
Northern Cheyenne Tribe	City of Bridgeport
Oglala Sioux Tribe	Nebraska Dept of Natural Resources, Bridgeport Field Office
Otoe-Missouria Tribe	BNSF Railroad

Area of Potential Effects

The APE for Section 106 purposes is defined at 36 CFR 800.16(d) as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

In 2015, Study Alternatives 1 and 2 were then under review (Figure 2) and the APE for considering archeological resources included areas described as Alternatives 1 and 2 and the roadway to be improved at the location where US-26 and N-92 cross the BNSF tracks (Figure 3). The 2015 APE for architectural/structural resources was defined to include all study alternatives and included areas extending approximately ¼ mile from Alternatives 1 and 2. An indirect architectural APE was defined to extend approximately ½ mile from Alternatives 1 and 2. Figure 4 depicts both direct and indirect architectural APEs.

The APE remains as defined in 2015, except for the archeological APE which was expanded in 2023.

Expanded Archeological APE

Since 2015, WAPA has been identified as a cooperating agency, and in 2023, the archeological APE was expanded to include portions of a WAPA held easement to accommodate the proposed relocation of two transmission line poles, 282 and 284A and related above ground utility work at poles 281 and 284B (Figure 5). The architectural APE for direct effects encompasses this area and was not expanded.

Figure 2.. Alternatives 1 and 2 in 2015 which informed definition of the APE.

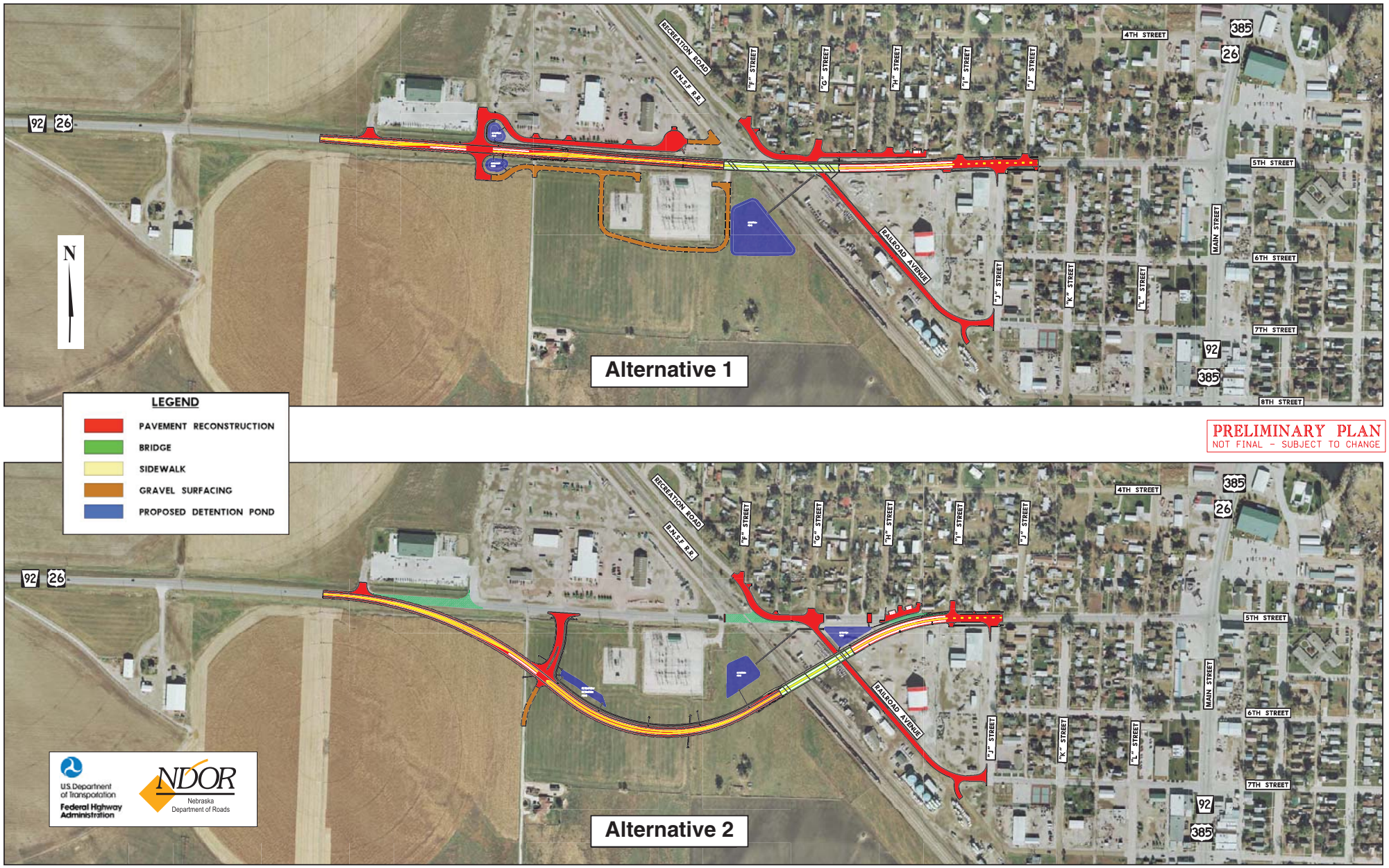
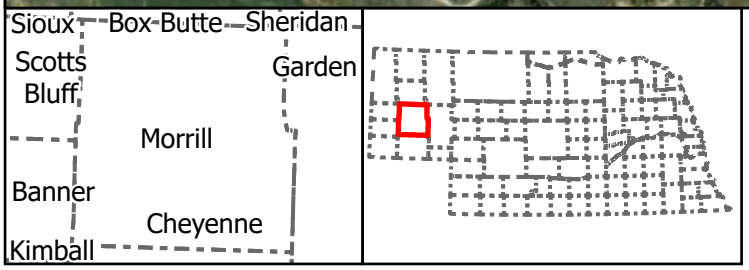


Figure 3. Archeological APE defined in 2015.



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Archeological APE defined in 2015

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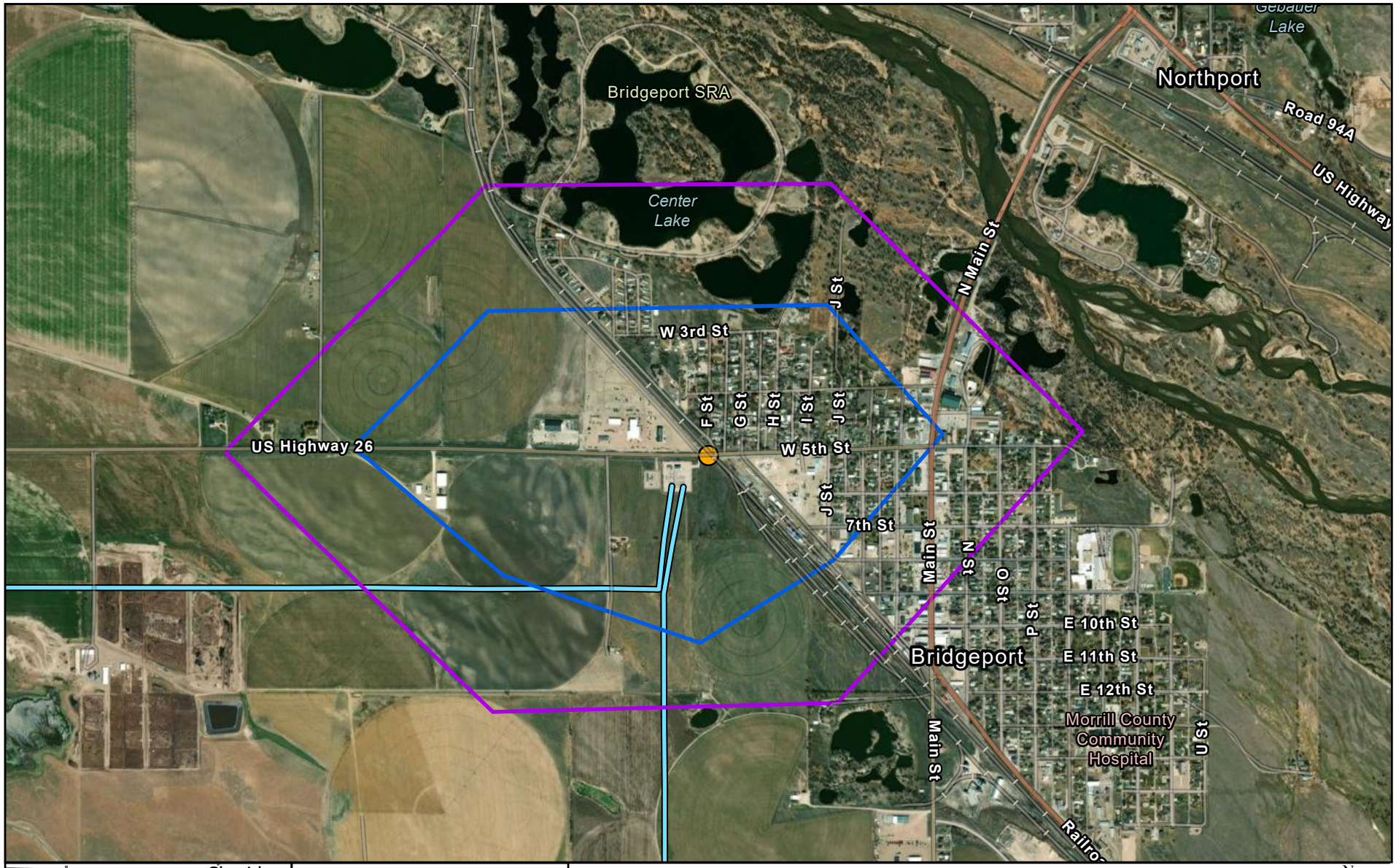
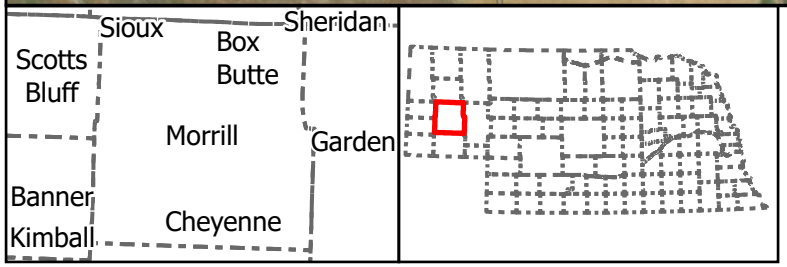
Figure 4. Architectural APE





0 0.33 0.65 1.3 Miles

Project Name: BNSF, Bridgeport
Control No.: 51299
Project No.: RRZ-TMT-26-1(161)

- Project Location
- Direct Architectural APE
- Indirect Architectural APE
- WAPA Transmission Line

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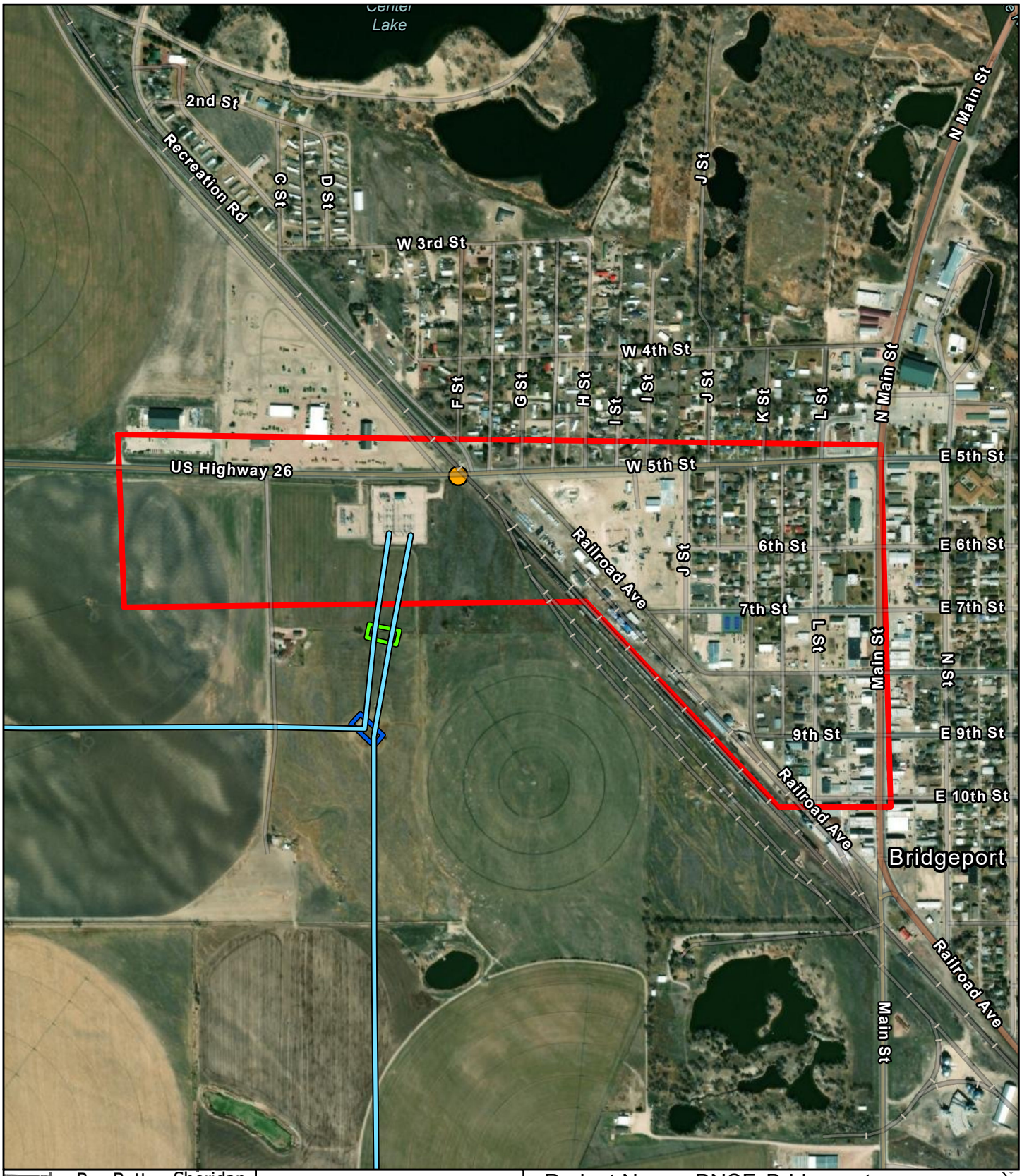
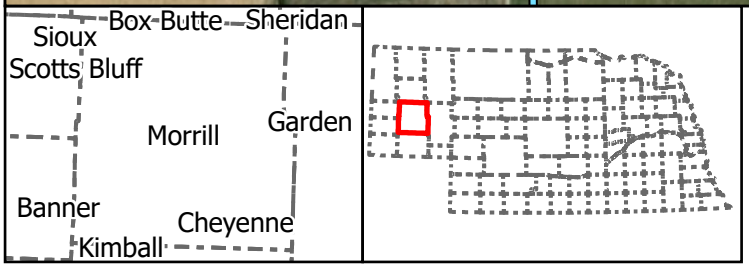
Figure 5. Expanded APE, 2024





Project Name: BNSF, Bridgeport
Control No.: 51299
Project No.: RRZ-TMT-26-1(161)

- Project Location
- Archeological APE defined in 2015
- Expanded APE 2023, Poles 282 and 284A
- Expanded APE2 2023, Poles 281 and 284B
- WAPA Transmission Line

N W E S

0 0.15 0.3 0.6 Miles

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Synthesis of Architectural Investigations

The following provides contextual information and summarizes and documents the completion of literature reviews and field investigations completed in support of this project beginning in 2007 and continuing to the present day. This project received SHPO concurrence on NRHP eligibility determinations and on a project effects determination of *no historic properties affected* on 07/06/2015 (Appendix 3). Due to the age of the documentation, NDOT updated the 2015 documentation in 2021 by completing a Section 106 Supplemental Evaluation (Laffin 2021, Appendix 1).

File Search

A file search indicates that there are no previously identified historic properties within the direct APE, but there are two previously identified historic properties within the indirect APE, the Morrill County Courthouse and the Irrigation Headquarters building.

Table 2. Previously Identified Historic Properties within Indirect APE

NHRSI #	Property Name	Property Address	NRHP Status
MO04-002	Morrill County Courthouse	606 Main Street	Listed, 1990
MO04-077	Irrigation Headquarters building	723 Main Street	Determined Eligible, 2015

Architectural Investigations

This project was investigated by History Nebraska Preservation Associate Diane Laffin in April 2021 (Laffin 2021, PSS Form, Appendix 1) using the Nebraska State Historic Preservation Office (NESHPO) inventory and site files, *Reconnaissance Final Survey Report of Morrill County, Nebraska* (1990), the Morrill County tax assessor records, and other primary and secondary sources.

In 2021, Laffin provided an update to 2013 investigations (Akerstrom and Laffin 2013, Appendix 3) and evaluated all properties within the architectural APE, both direct and indirect, identified as meeting the SHPO Historic Resources Survey Manual criteria for survey and guidelines set forth in the 1991 National Park Service Bulletin 15: *How to Apply the National Register Criteria for Evaluation* (NPS Bulletin 15). These criteria include, but are not limited to, properties that are 50 years old or older; and are in their original location; and which possess sufficient physical integrity to convey NRHP significance. In 2021, NDOT extended the evaluation methodology to include properties that were 45 years old or older; or which were constructed in 1976 or before. The properties that met the above criteria were evaluated using the guidelines set forth in the NPS Bulletin 15. All surveyed properties were evaluated to determine NRHP eligibility.

In 2013, Akerstrom and Laffin identified and evaluated 179 properties that met minimum NRHP age requirements of 50 years old or older. Of these, 127 properties did not meet minimum SHPO survey requirements. Locational information was recorded but they were not intensively surveyed and were recommended not eligible for NRHP listing. Akerstrom and Laffin (2013) evaluated the remaining 52 properties and recommended that 50 of these properties were not NRHP eligible due to a lack of physical integrity and/or NRHP significance. Two historic properties were identified, the NRHP listed Morrill County Courthouse and the Irrigation Headquarters Building. SHPO provided concurrence on these recommendations in 2015 (Appendix 3).

Current Investigations

In 2021, Laffin completed a reconnaissance survey of the APE and re-evaluated the 179 properties evaluated by Akerstrom and Laffin in 2013. Laffin concluded that the NRHP eligibility determinations concurred upon by SHPO in 2015 remained appropriate in 2021, there are no NRHP listed or eligible properties located within the direct architectural APE. There are two historic properties located within the

indirect architectural APE, the NRHP listed Morrill County Courthouse and the Irrigation Headquarters Building (Laffin 2021, Appendix 1).

Laffin corrected the older survey by evaluating two properties which met minimum survey requirements in 2013 and while they were included in the original resource count and were mapped, no photographs were included in the 2013 report. These properties are FN 98 and FN 199, constructed ca. 1910 and 1915 respectively. These two properties are not recommended NRHP eligible due to a lack of NRHP significance and physical integrity. Finally, Laffin noted that five properties included in the 2013 survey are no longer extant, including MO04-075, MO04-076, MO04-085, MO04-086 and MO04-087. These properties are included in Laffin's report (Table 1) and the 2021 maps (Appendix 1, Figures 1 – 5).

When considering properties located within the APE (both direct and indirect) that met the extended evaluation methodology including properties that were 45 years old or older, Laffin identified 39 new properties. After applying SHPO survey guidelines, 38 of these did not meet minimum survey requirements and are not recommended NRHP eligible. Laffin noted that approximately 70% of the newly added properties consisted of singlewide prefabricated homes or mobile trailers with substantial alterations to the original design or which, overall, lacked architectural significance.

One property, FN 172, constructed from 1963 to 1976 met SHPO survey guidelines and warranted intensive survey (Table 3). FN 172 is the WAPA substation located west of the existing railroad crossing on US-26. A one-story, gable roofed concrete block utility building is associated with the substation. This property is not recommended NRHP eligible as it lacks NRHP significance.

Table 3. Property in the APE constructed 1963 – 1976 which met SHPO survey guidelines.

FN #	Property	Property Location	Build Year*	NRHP Recommendation
FN 172	WAPA Substation	US-26	ca 1975	not eligible

Photo: Laffin, 2021

In 2015, Stupka evaluated properties then identified as potential acquisitions and none were recommended NRHP eligible (included in Akerstrom and Laffin, 2015, Appendix 3).

Investigations completed in support of this undertaking evaluated 218 properties (Akerstrom and Laffin 2013; Laffin 2021). Of these, 216 properties are recommended not eligible for the NRHP due to a lack of integrity and/or NRHP significance. There are no historic properties identified in the direct architectural APE. There are two historic properties identified in the indirect architectural APE, the NRHP listed Morrill County Courthouse and the NRHP eligible Irrigation Headquarters Building.

Historic Architectural Properties located within Indirect APE

Morrill County Courthouse (MO04-002)

The Morrill County Courthouse (Figure 6) is a blonde brick Classical Revival style building constructed in 1909. Designed by J.P. Eisentraut, the building is rectangular in plan and features a center entrance flanked by two story columns topped with a triangular pediment.

Located at 606 Main Street, this property was listed in the NRHP in 1990 under Criterion A for a significant association with Politics and Local Government and under Criterion C for a significant association with Architecture. The building is in excellent condition and retains all aspects of integrity (Akerstrom and Laffin, 2013).

Figure 6. Morrill County Courthouse

Photo: from Akerstrom and Laffin, 2013. Condition unchanged in 2024.

Irrigation Headquarters Building (MO04-077)

This Egyptian Revival style building was constructed circa 1937 designed by Cecil Calvert Coursey. It is a one story building that is rectangular in plan, is clad in light brick veneer and wall surfaces include decorative leaf or floral patterns. The building features a clay tiled pent roof on three sides with extended corner posts with decorative terra cotta medallions. Beneath the cornice, the frieze panel contains triangular dentils with leaf or floral stonework in between. A horizontal, stepped brick beltcourse is present beneath the entablature. The main arched entryway features decorative pilasters crowned with Corinthian capitals. The door's fanlight is a round stone arch with swags and the door is flanked by two round arch windows with diamond-shaped lights (Akerstrom and Laffin, 2013).

This property is NRHP eligible under Criterion A for a significant association with the development of Irrigation and Agriculture. It is also eligible under Criterion C for a significant association with Architecture as a modest example of the Egyptian Revival style. The property retains all aspects of integrity, though in some areas, the integrity of materials is slightly diminished.

Figure 7. Irrigation Headquarters Building.

Photo: from Akerstrom and Laffin, 2013. Condition unchanged in 2024.

Synthesis of Archeological Investigations

In Appendix 2, Highway Archeologist Trent Carney provides a Summary Archeological Report for this undertaking, a synthesis of previous archeological investigations and presents new information in support of a supplemental archeological evaluation completed due to design changes required to move WAPA transmission lines. Carney also provides a discussion of the environmental setting, and a cultural chronology as understood by western archeologists. A brief overview of the archeological investigations is presented below.

2007-2021

Highway Archeologist Amy Koch conducted an archeological evaluation of the archeological APE (Figure 3) in 2007. A review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that there is one previously identified archeological site within the archeological APE, 25MO42. This previously recorded site was recorded in 1933 and was identified to be located generally within Sections 31 and 32 T20N, R50W. When later mapped into NCRGIS, the site boundaries were mapped to include the entirety of Sections 31 and 32 due to lack of specific site information.

Koch noted that large portions of the APE have been previously disturbed by the construction of US-26 and the community of Bridgeport and did not survey these areas. She completed an intensive pedestrian survey of proposed Alternative 2 using 10 meter transects. No new archeological sites were identified and no evidence of 25MO42 was observed.

Prior to submitting project documentation for SHPO review and concurrence in 2015, Stupka completed an evaluation of the archeological work completed by Koch and determined that the APE considered in 2007 included the project alternatives then under consideration. Stupka confirmed with then Highway Program Manager Rob Bozell that no new archeological sites had been identified within the APE in the intervening years and the Koch's level of effort was still appropriate (Bozell, personal communication, 2015). No archeological historic properties were identified within the APE and FHWA highway determined that no historic properties would be affected by the project as proposed. SHPO concurred on this determination on July 15, 2015 (Appendix 3).

In 2021, Highway Archeologist Courtney Ziska reviewed the 2007/2015 APE and the level of effort and determined that these remained appropriate, and no new archeological investigations were required.

2023-2024

The Western Area Power Administration (WAPA) has been identified as a cooperating agency, and in 2023, the archeological APE was expanded (Figure 5) to accommodate the proposed relocation of two transmission line poles, 282 and 284A and related above ground utility work at poles 281 and 284B. Intensive archeological fieldwork of the expanded archeological APE was completed in 2023 and is reported upon by Trent Carney (Carney 2024, Appendix 2).

Archeological Site 25MO42

When recorded in 1933, the site's location was described as a blowout and field on Brandt's Ranch near the North Platte River, Sections 31 & 32 T20N R50W. Described as a campsite, stone tools, stamped or cord roughened and thick, plain pottery were noted, though quantities of artifacts were not recorded.

When mapped into the NCRGIS in the 1990's, the site was mapped as encompassing all of Sections 31 & 32 T20N R50W. However, based on the site's description, and earlier iterations of the site location drawn in the red books (pre-GIS site documents, on file at History Nebraska), the site is much smaller than it is currently depicted in the NCRGIS. This is supported by documentary information related to the location of the Brandt Brothers Farm/Ranch, which is described in newspapers as being located 1/2 mile south and 1/2 mile west, or one mile southwest of Bridgeport, Nebraska. Historic aerial images of Morrill County from ca. 1939 were examined, but no blowouts are visible in those images in the vicinity of the APE. LiDAR and satellite imagery indicated that no blowouts are currently located within the project area.

Carney identified no new archeological sites within the 2024 expanded archeological APE. No evidence of previously recorded archeological site 25MO42 was identified within the archeological APE; its exact location remains unknown, and it remains unevaluated relative to NRHP eligibility status. Based on investigations conducted in support of this undertaking, Carney has adjusted the site boundary, see Carney 2024, Appendix B, Figures 5 and 6).

There are no NRHP significant archeological sites located within the archeological APE.

Evaluating Project Effects

The primary criteria of adverse effect that apply include change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance and the introduction of visual, atmospheric or audible elements. Under NRHP guidelines, physical integrity is how NRHP significant properties convey that significance. There are seven aspects of integrity, location, setting, feeling, association, design, materials and workmanship. To convey significance, every property will possess many, and usually most of these aspects of integrity.

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Historic Properties

No historic properties were identified within the archeological APE or within the architectural APE for direct effects. There two historic properties located within the APE for indirect effects, the NRHP listed Morrill County Courthouse and the NRHP eligible Irrigation Headquarters Building.

The Morrill County Courthouse and the Irrigation Headquarters Building are both located on Main Street (US-385), and both buildings face east, away from the Project location. The NRHP boundary of these properties is defined as the parcel historically associated with the property (Figure 8). Both properties

have good physical integrity, retaining some measure of all seven aspects of physical integrity, with slight changes in materials, design and workmanship to each.

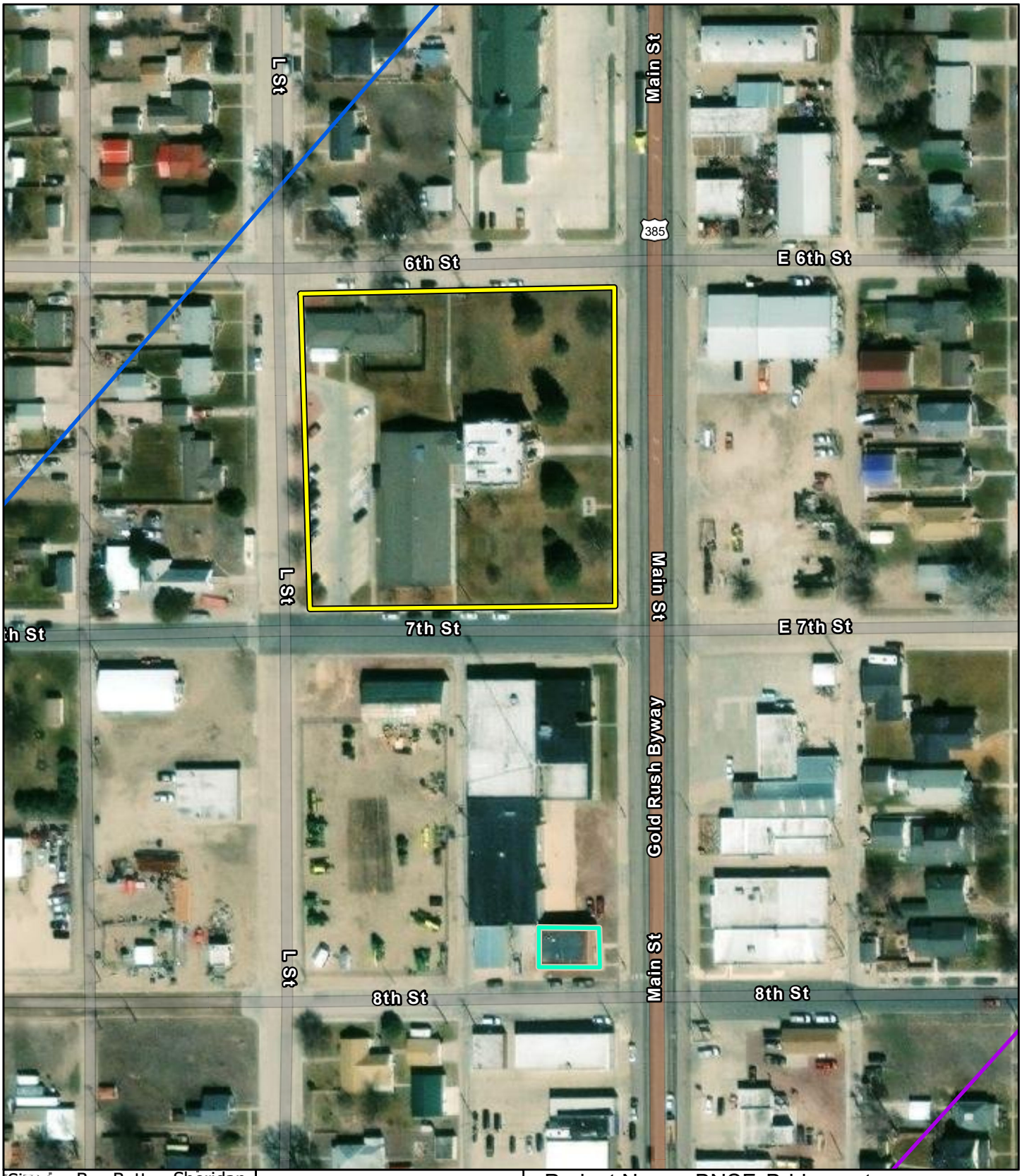
The Morrill County Courthouse and the Irrigation Headquarters building are located approximately ½ mile southeast of the proposed viaduct location (Figure 9). Buildings, trees, and power lines are present between the historic properties and the project location. If visible from the rear of these properties, the proposed viaduct would not affect those characteristics that make this property a good candidate for listing in the NRHP. Local streets will be reconstructed approximately ¼ mile from these historic properties, but this would not affect the historic properties. Due to the distance of the historic properties from the Project location, no auditory or vibratory effects would be anticipated. No long term or cumulative effects are anticipated.

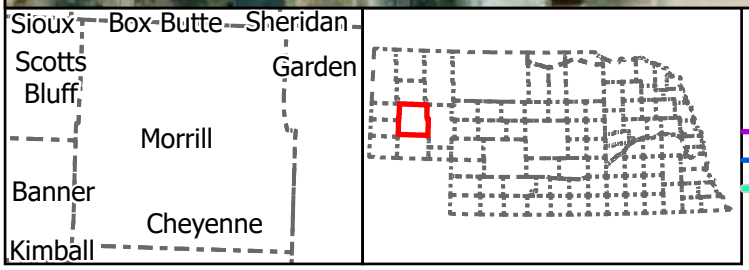
NDOT Project Effects Recommendations

No historic properties were identified within the archeological APE or within the architectural APE for direct effects. There are two historic properties located within the APE for indirect effects, the NRHP listed Morrill County Courthouse and the NRHP eligible Irrigation Headquarters Building. These properties would not be affected by the Project as proposed.

NDOT submits an overall all project effects recommendation of *no historic properties affected*.

Figure 8.8.NRHP Boundaries for Identified Historic Properties.





Project Name: BNSF, Bridgeport
Control No.: 51299
Project No.: RRZ-TMT-26-1(161)

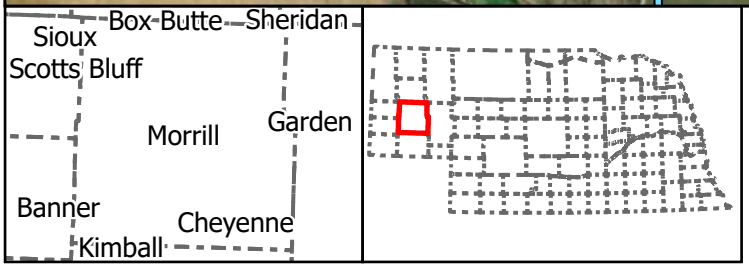
Indirect Architectural APE
Direct Architectural APE
Irrigation Headquarters Building, NRHP Boundary
Morrill County Courthouse, NRHP Boundary
Project Location

0 0.03 0.06 0.11 Miles

NEBRASKA
DEPARTMENT OF TRANSPORTATION

N W E S

Figure 9. Historic Property Locations Relative to Project Location and Proposed Limits of Construction



Project Name: BNSF, Bridgeport
Control No.: 51299
Project No.: RRZ-TMT-26-1(161)

- Morrill County Courthouse, NRHP Boundary
- Irrigation Headquarters Building, NRHP Boundary
- Direct Architectural APE
- WAPA Transmission Line

0 0.15 0.3 0.6 Miles

NEBRASKA DEPARTMENT OF TRANSPORTATION

Project Effects Recommendations

FHWA completed consultation with SHPO on this undertaking regarding the identification and evaluation of historic properties as well as the project effects determination in 2015. At that time, FHWA indicated that there are no historic properties located in the direct APE for archeology or the direct APE for architecture. FHWA submitted that there are two historic properties located within the indirect architectural APE, the Morrill County Courthouse (MO04-004) and the Irrigation Headquarters building (MO04-077), but that they would not be affected by the project as proposed. SHPO provided concurrence on these determinations in 2015 (Appendix 3).

NDOT has completed supplemental evaluations of the archeological APE and the architectural APE, both direct and indirect, and recommends that there are no historic properties located within the archeological APE or the direct architectural APE. The two historic properties previously identified in the indirect architectural APE and described above remain good candidates for listing in the NRHP.

In 2015, FHWA indicated that due to distance, intervening vegetation and existing residential neighborhoods obstruct the view toward the proposed viaduct from the historic properties. These physical features on the existing landscape remain, and construction of the proposed viaduct would not affect those characteristics that make these properties good candidates for listing in the NRHP. No historic properties would be affected by the project as proposed and NDOT recommends that the project effects determination of *no historic properties affected remains* appropriate.

Appendix 1

Architectural Project Survey Summary Report

Supplemental Evaluation

Diane Laffin

Preservation Historian

History Nebraska

April 2021

NEBRASKA

DEPARTMENT OF TRANSPORTATION

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Architectural / Structural Investigations – Project Summary

Control No:	51299	Project No:	NH-26-1(161)	Project Name:	BNSF RR at Bridgeport Viaduct Study (Supplemental)
Date of Project Description:			4/26/21	Project Location:	Morrill County
Investigator:			Diane Laffin	Survey Date:	April 29, 2021

Architectural / Structural Area of Potential Effects (APE)

The *direct* APE for considering structural and architectural resources for this viaduct project includes all study alternative areas described in the 2013 report, the roadway to be improved at the location where US-26 and N-92 cross the BNSF Railway railroad tracks, as well as areas extending outward for approximately ¼-mile from Alternatives 1, and 2. The *indirect* APE extends approximately ½-mile from Alternatives 1, and 2, ensuring comprehensive review of standing structures for all Alternatives.

Are architectural/structural resources present in the APE?	☐	No	✓	Yes

Background Resources Consulted: Place check mark in front of those consulted

✓	NHRSI/NRHP files	✓	Post-1945 Exceptional Bridges	☐	Historic Maps
☐	Historic Bridge Inventory	☐	Local/State Historical Society	✓	Other

List 'Other,' Maps, etc.: NHBS, Morrill Co. (1990); https://www.newspapers.com/; https://morrill.gworks.com/

File Search: List NRHP listed or previously recommended NRHP eligible properties from the 2015 report

NHRSI #	NHRSI #	NHRSI #
n/a	n/a	n/a

List applicable historic context(s)

Context	Context	Context	Context
Aesthetic Systems	Agriculture	Association	Commerce
Diversion	Education	Government	Processing
Religion	Services	Settlement Systems/Architecture	Transportation

Summary of Architectural / Structural Investigations (since 2013)

39 additional properties have aged into consideration since the 2013 field survey.

- Out of these, 1 meets in-field survey requirements. It has been photographed, documented, and mapped and that information is included in this Supplemental report.
- 38 properties (out of the 39) fell within the 45-year guideline consideration but were otherwise unable to meet NESHPO survey requirements. The housing stock (roughly 70%) in this group were mostly singlewide prefabricated homes or mobile trailers with substantial alterations to the original design using modern materials, or, overall, lacked architectural significance. A few homes from within this group exhibit identifying features of the mid-century Ranch style. They were excluded from this Supplemental report because the 2013 field survey already documented good representative samples of this style. The 38 properties have been mapped and their information is included in this report in tabular format.
- Within the 39 properties, none have been previously surveyed or were found to be potentially eligible, eligible, or listed to the NRHP.
- Within the 39 properties, none are *currently* recommended to be NRHP-eligible.
- Identical to the 2013 survey, the 2021 reconnaissance investigation found no potential historic districts or designed landscapes within the *direct* or *indirect* APEs.

Updates to the 2013 In-Field Survey Conducted During the 2021 Reconnaissance Investigation

- 7 properties from the original 2013 field survey were re-evaluated. They have been photographed, documented, and mapped and that information is included in this Supplemental report. Otherwise, the 2013 report regarding surveyed properties remains valid.
- Five properties *surveyed* in the original 2013 in-field investigation have since lost integrity and removed to the "Properties Not Surveyed" category. These properties have been mapped and their information is included in this Supplemental report in tabular format. Otherwise, the 2013 report regarding "properties not surveyed" remains valid.
- Two listed/eligible properties from the original 2013 in-field survey (Morrill County Courthouse-M004-002; Irrigation Headquarters Building-M004-077) remain valid for the 2021 reconnaissance investigation.

Summary of Past Architectural / Structural Investigations

During the field reconnaissance of December 2013, 179 properties were identified within the APE that met the 50-year threshold. Of the 179 properties, 52 properties were surveyed. 13 properties, out of the 52, had been previously surveyed in 1990.3 One property, the Morrill County Courthouse (MO04-002), is listed on the National Register of Historic Places. A second property, the Irrigation Headquarters Building (MO04-077), was recommended eligible in 1990, and continues to be recommended eligible for listing on the NRHP. A third property, a house located at 618 N St (MO04-070) was recommended NRHP-eligible, but no longer is due to diminished integrity. The remaining ten previously-surveyed properties within the APEs (MO04-087, MO04-088, MO04-084, MO04-086, MO04-067, MO04-091, MO04-074, MO04-090, MO04-038, and MO04-039) were recommended NRHP-ineligible during the 1990 county survey. These properties were re-surveyed and re-evaluated and they continued to remain recommended ineligible for listing to the NRHP. In addition, 39 new properties that fell within the 50-year

guideline of NeSHPO consideration were surveyed and evaluated using NRHP criteria. All of the newly surveyed properties were recommended ineligible for listing due to diminished integrity or a lack of historic significance.

Stacy Stupka, NDOT Cultural Resources Manager/Section 106 Specialist, evaluated potential acquisitions. These were included in an updated 2015 report.

As a result of these investigations, NRHP listed and NRHP eligible properties follow (insert pages as necessary):

n/a: see the 2013 BNSF RR at Bridgeport Viaduct Study-Standing Structures Report

Historic or Post-1945 Exceptional Bridges within APE (if none, add 'N/A')

Structure No.	Structure No.	Structure No.	Structure No.
n/a	n/a	n/a	n/a

Project Effects Recommendation
Architectural Historic Properties Present within the APEs but would not be effected.

Basis for Effect Recommendation
The Morrill County Courthouse (M004-002), listed on the National Register of Historic Places (NRHP), as well as the eligible Irrigation Headquarters Building (M004-077), fall within the APE for *indirect* (visual) effects. Due to distance, intervening vegetation, and residential neighborhoods that already obstruct the view of the railroad, construction of the alternatives proposed by the Bridgeport Viaduct Study would have no effect on those characteristics that qualify these historic properties for inclusion in the NRHP. It is recommended that the BNSF RR at Bridgeport Viaduct Study project will have no effect to architectural historic or structural properties as proposed.

Attachments: Architectural Resources APE Maps; Architectural Resources Tables

Consultant Diane L. Laffin Digitally signed by Diane L. Laffin DN: cn=Diane L. Laffin, o=NSHS, ou, email=diane.laffin@nebraska.gov, c=US

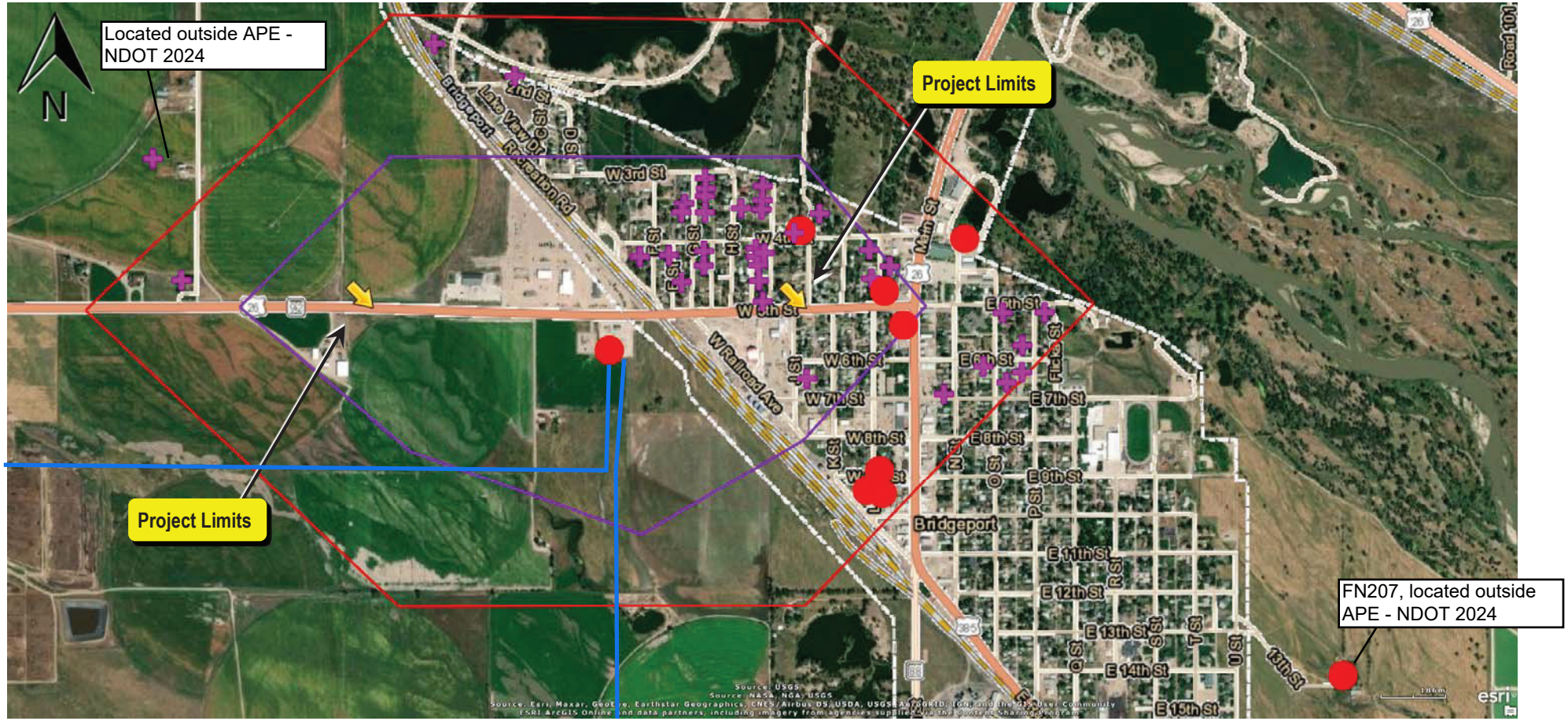
Signature

May 13, 2021

Date

ARCHITECTURAL RESOURCES SECTION 106 COMPLIANCE REPORT - APE Maps
Diane Laffin, Preservation Associate
Nebraska Highway Cultural Resources Program
April 2021 (Supplemental)

Figure 1. All properties surveyed in 2021.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

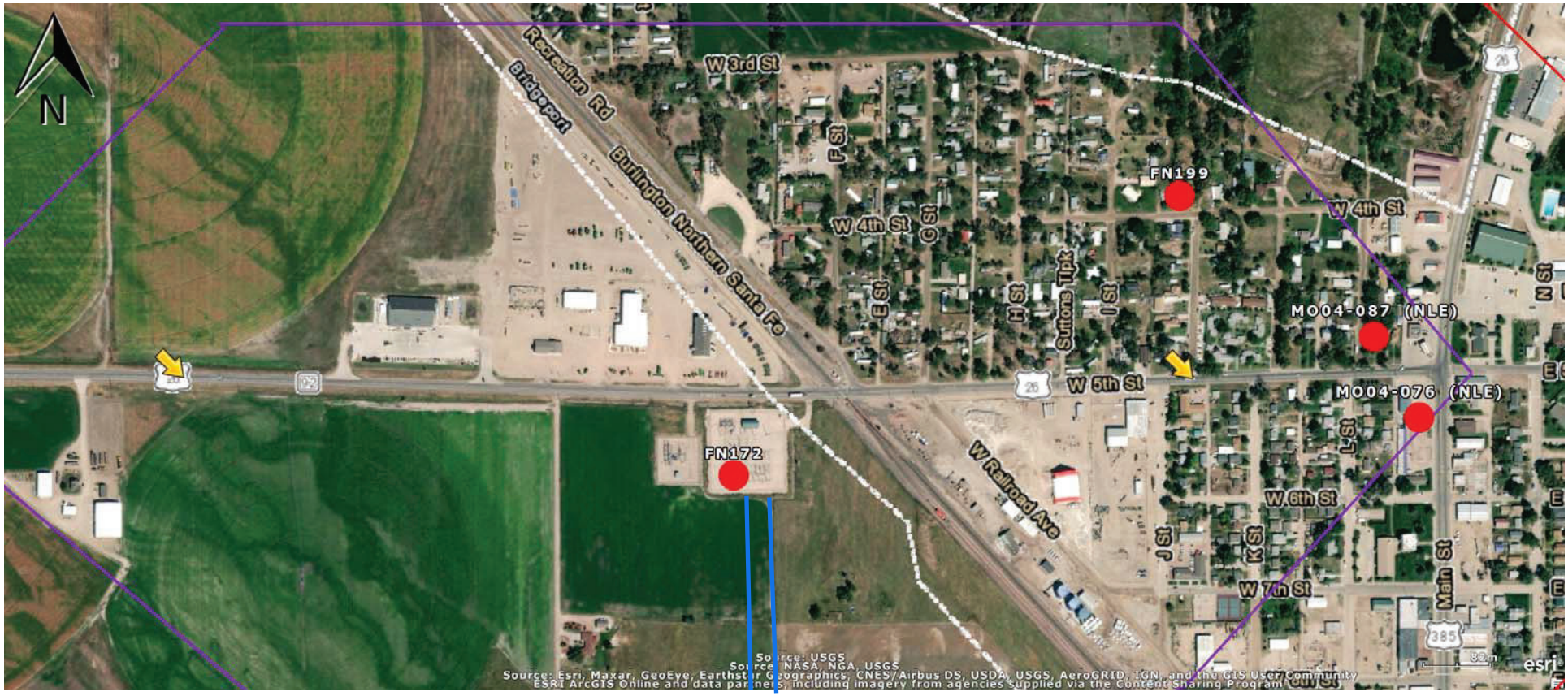
Project No.: NH-26-1(161)
Control No.: 51299
Morrill County, Nebraska

ARCHITECTURAL RESOURCES MAP LEGEND

- = Start / End Points of Project
- = Direct APE
- = Indirect APE
- = NRHP Eligible / Listed
- = Not NRHP Eligible, But Surveyed (2021)
- = Evaluated But Not Surveyed (2021)
- = Transmission Line

Not NRHP Eligible, But Surveyed (2021)

Figure 2. Location of properties intensively surveyed in 2021, map 1.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

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Morrill County, Nebraska

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Not NRHP Eligible, But Surveyed (2021)

Figure 3. Location of properties intensively surveyed in 2021, map 2.

BNSF RR at Bridgeport Viaduct Study (Supplemental)

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Morrill County, Nebraska

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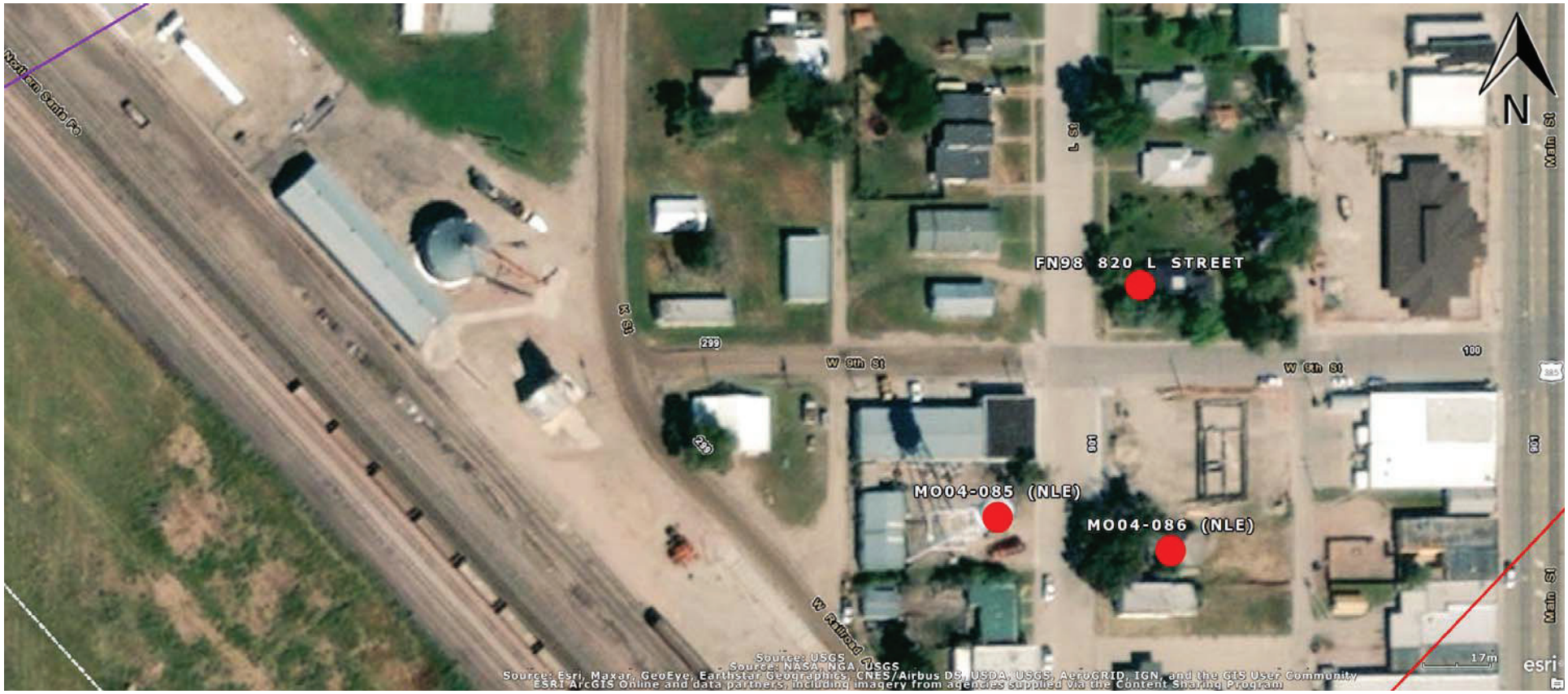
- = Evaluated But Not Surveyed (2021)

Not NRHP Eligible, But Surveyed (2021)

Figure 4. Location of properties intensively surveyed in 2021, map 3.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

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Control No.: 51299
Morrill County, Nebraska

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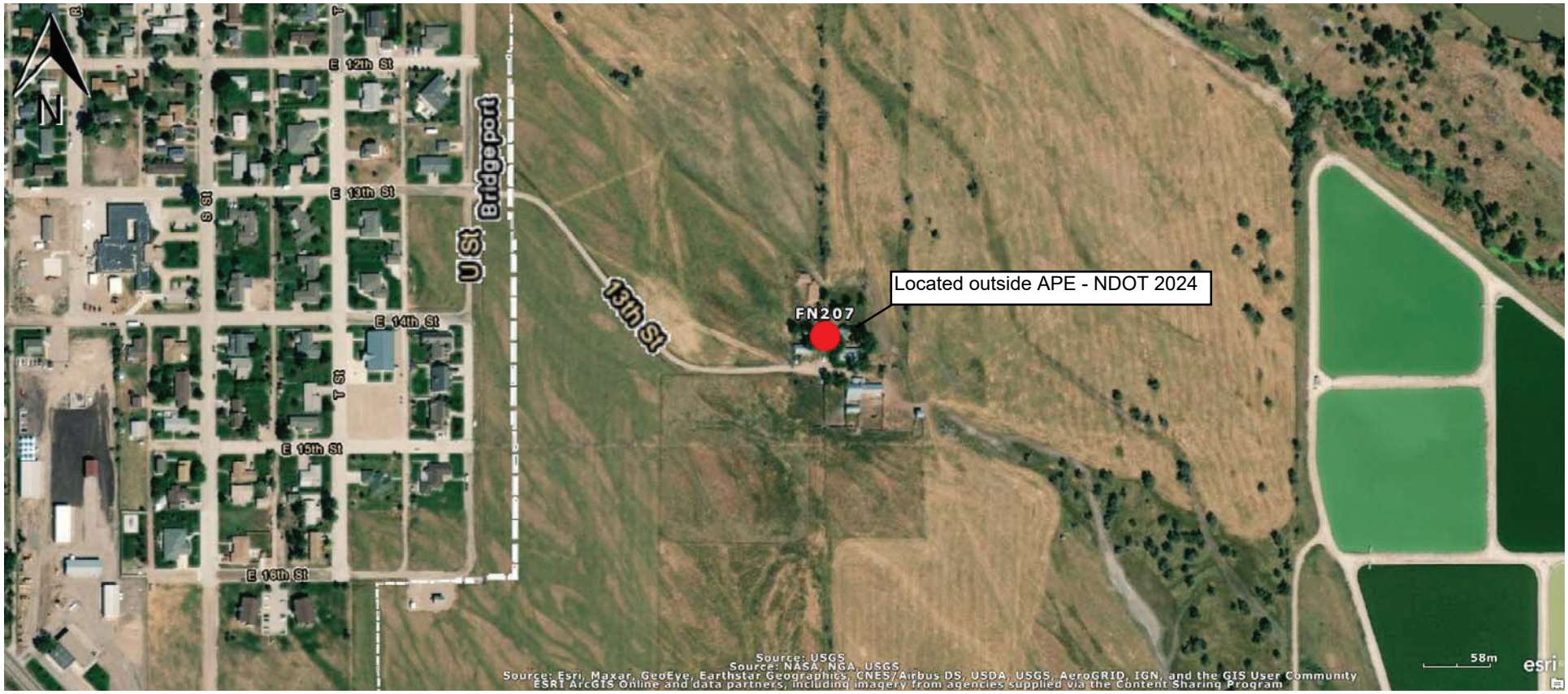
- = Evaluated But Not Surveyed (2021)

Not NRHP Eligible, But Surveyed (2021)

Figure 5. Location of properties intensively surveyed in 2021, map 4.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

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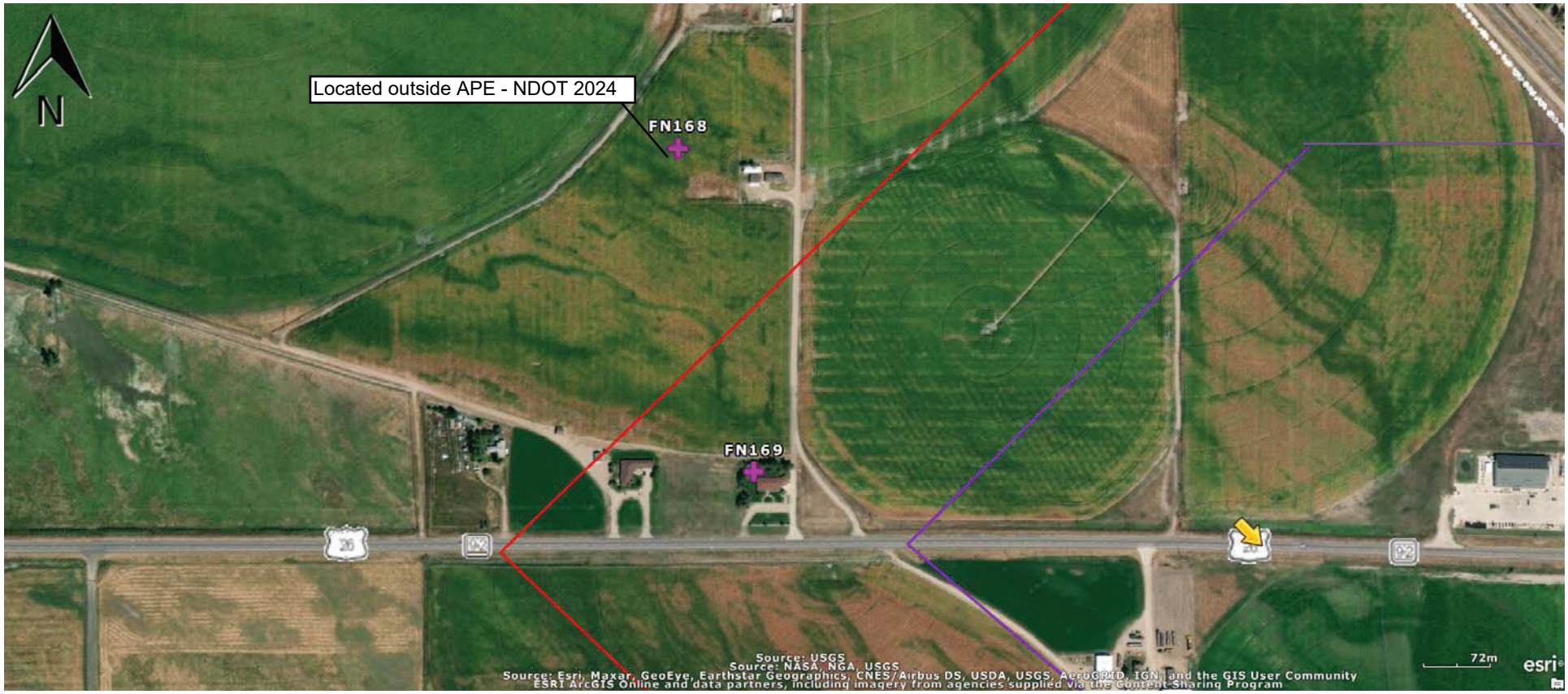
Evaluated But Not Surveyed (2021)

Figure 6. Location of properties recorded, but not intensively surveyed in 2021, map 1.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

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Morrill County, Nebraska

ARCHITECTURAL RESOURCES MAP LEGEND

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Evaluated But Not Surveyed (2021)

Figure 7. Location of properties recorded, but not intensively surveyed in 2021, map 2.

BNSF RR at Bridgeport Viaduct Study (Supplemental)

Project No.: NH-26-1(161)
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Morrill County, Nebraska

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Evaluated But Not Surveyed (2021)

Figure 8. Location of properties recorded, but not intensively surveyed in 2021, map 3.

BNSF RR at Bridgeport Viaduct Study (Supplemental)

Project No.: NH-26-1(161)
Control No.: 51299
Morrill County, Nebraska

ARCHITECTURAL RESOURCES MAP LEGEND

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- = Evaluated But Not Surveyed (2021)

Evaluated But Not Surveyed (2021)

Figure 9. Location of properties recorded, but not intensively surveyed in 2021, map 4.

BNSF RR at Bridgeport Viaduct Study (Supplemental)

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Morrill County, Nebraska

ARCHITECTURAL RESOURCES MAP LEGEND

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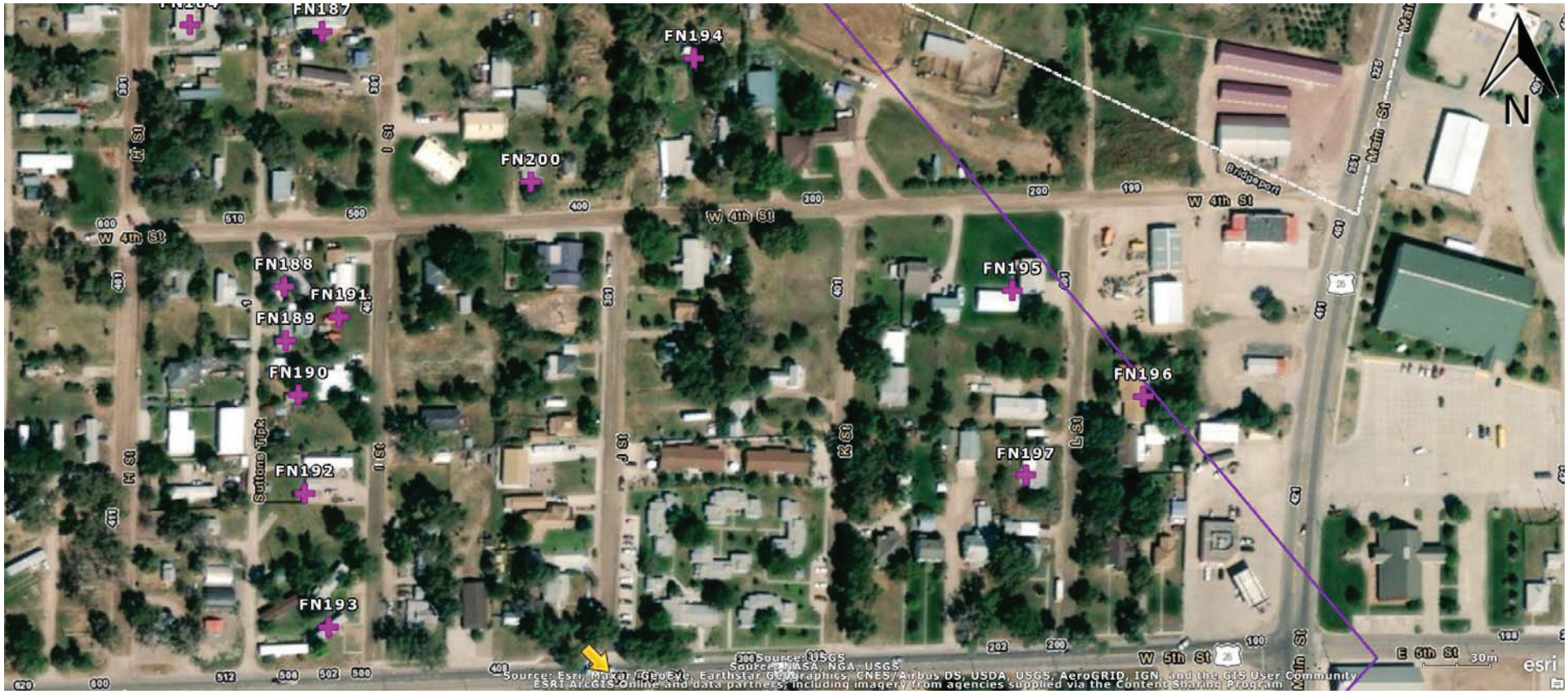
- = Evaluated But Not Surveyed (2021)

Evaluated But Not Surveyed (2021)

Figure 10. Location of properties recorded, but not intensively surveyed in 2021, map 5.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

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ARCHITECTURAL RESOURCES MAP LEGEND

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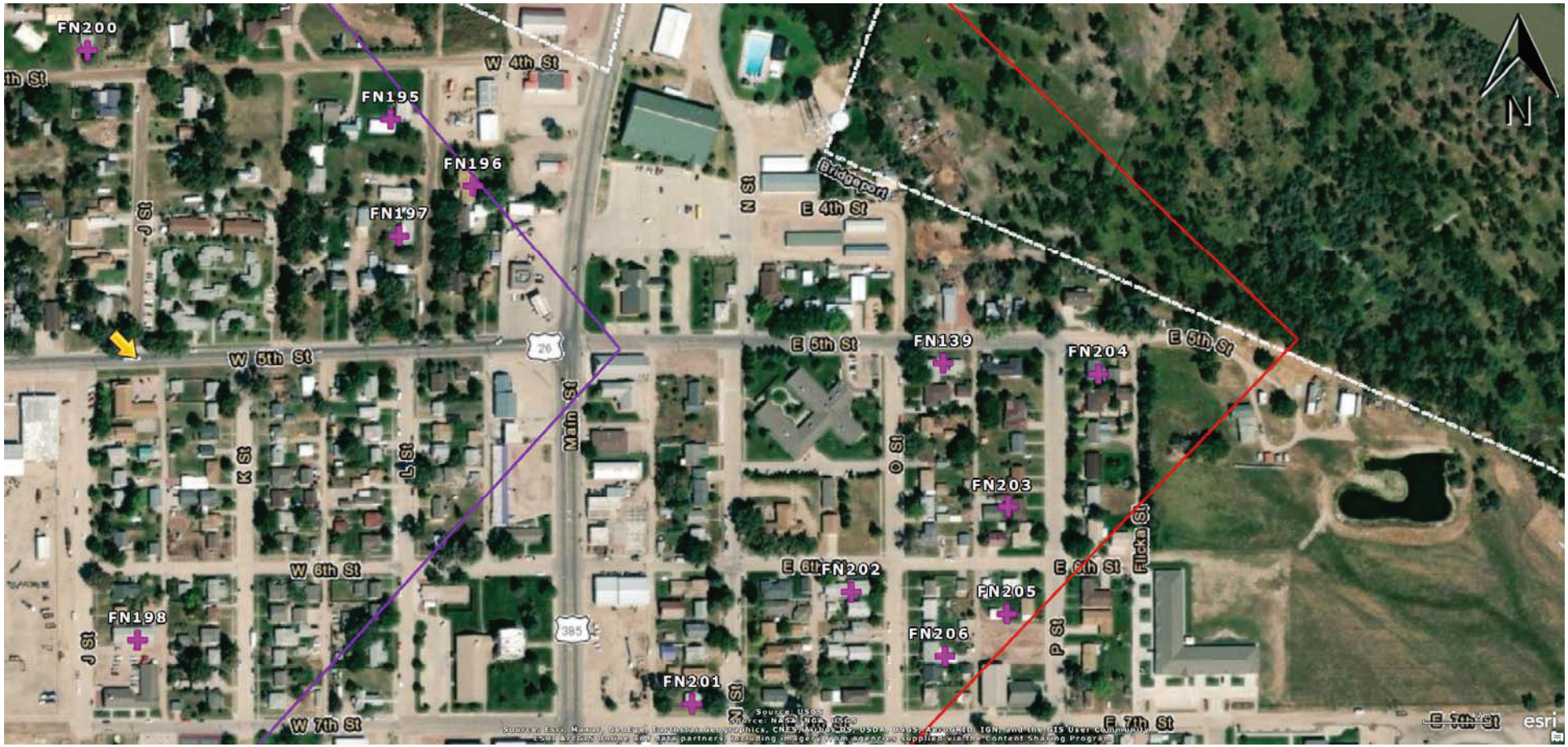
- = Evaluated But Not Surveyed (2021)

Evaluated But Not Surveyed (2021)

Figure 11. Location of properties recorded, but not intensively surveyed in 2021, map 6.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

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Morrill County, Nebraska

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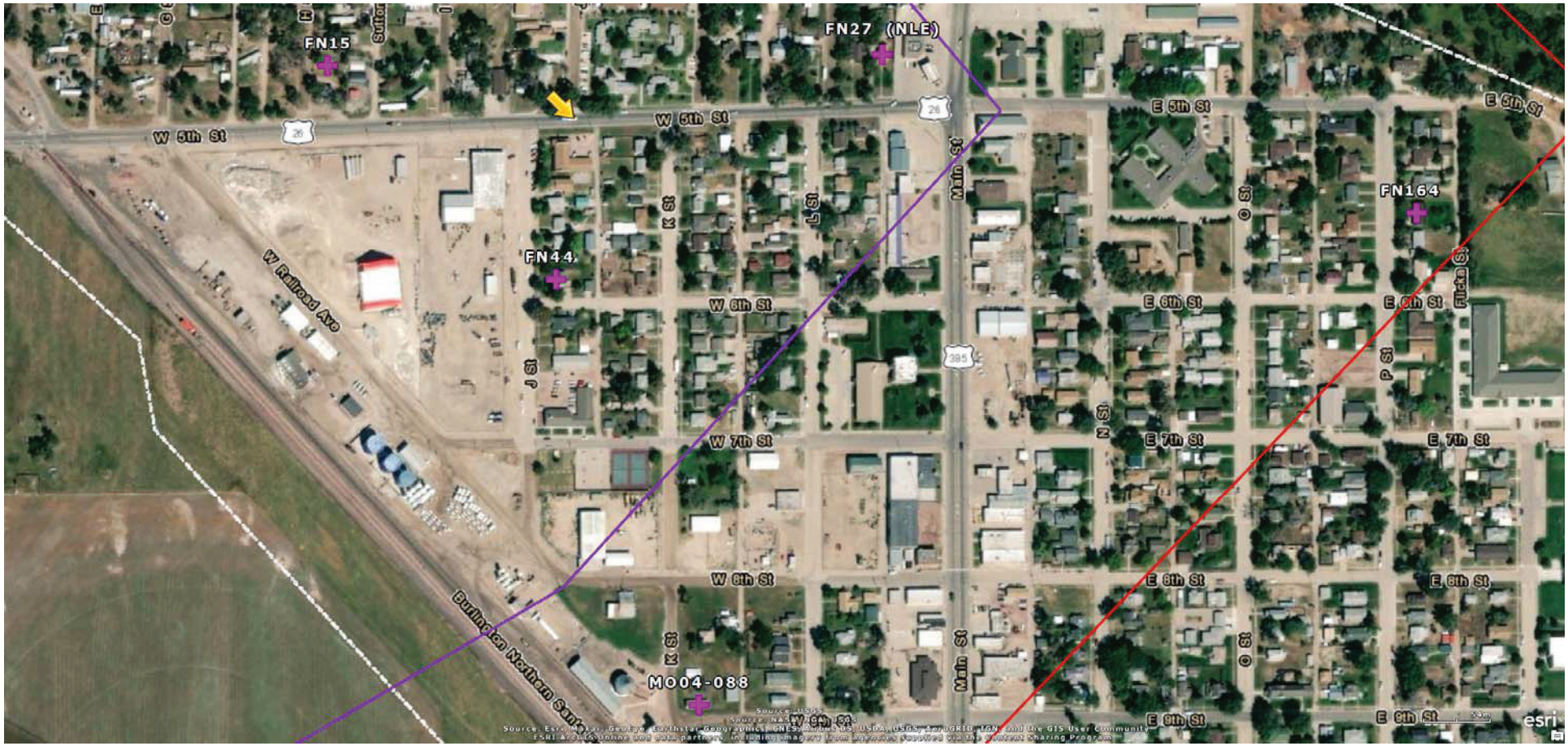
ARCHITECTURAL RESOURCES SECTION 106 COMPLIANCE REPORT - APE Maps
Diane Laffin, Preservation Associate
Nebraska Highway Cultural Resources Program
April 2021 (Supplemental)

Figure 12. Location of properties from 2013 survey that have lost integrity or are no longer extant.



BNSF RR at Bridgeport Viaduct Study (Supplemental)

Project No.: NH-26-1(161)
Control No.: 51299
Morrill County, Nebraska

ARCHITECTURAL RESOURCES MAP LEGEND

- = Start / End Points of Project
- = Direct APE
- = Indirect APE
- = Evaluated but not Surveyed properties from 2013

le 1 Architectural Resources Resources located within the APE evaluated for NRHP Eligibility

	NON-ELIGIBLE PROPERTIES (SURVEYED, OR RE-SURVEYED, SINCE 2013)						
Map ID No./FN#	**NeHRSI No.**	**Address**	**Year Built***	**NRHP Eligible**	**NRHP Criteria****	**Comments**	**Photo**
	04 08	114 5th Str., Bridgeport	c. 1912	No longer extant		Surveyed in 2013. The 2021 reconnaissance investigation found this property to be no longer extant. Razed due to expansion of the Cenex as Station complex. Photo Hilger, 2013	
	04 086	910 L Str., Bridgeport	c. 1910	No longer extant		Surveyed in 2013. The 2021 reconnaissance investigation found this property to be no longer extant. Razed between 2013 and 2018. Photos Hilger, 2013 *top* oogle Earth aerial, 2019 *bottom*	

Table 1. *(continued)*

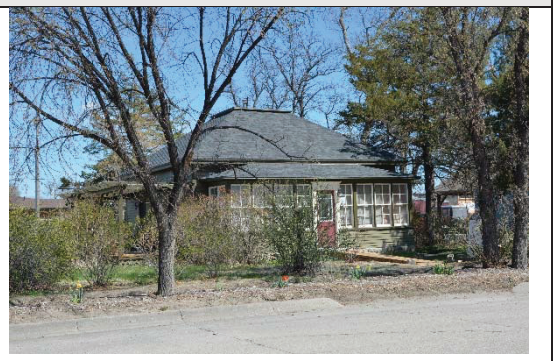
	NON-ELIGIBLE PROPERTIES (SURVEYED, OR RE-SURVEYED, SINCE 2013)						
Map ID No./FN#	**NeHRSI No.**	**Address**	**Year Built***	**NRHP Eligible**	**NRHP Criteria****	**Comments**	**Photo**
FN98		820 L Str., Bridgeport	c. 1910	No		1s rectangle with truncated pyramidal roof. 1s addition. indow hoods. 2 over 2 windows. ood siding. ADA ramp. 1s commercial building law office added to the east portion of the parcel in c1980. Not surveyed in 2013. Surveyed for the 2021 reconnaissance investigation. Recommended ineligible to the NRHP. Has diminished integrity of setting and materials. Photo Laffin, 2021	
	04 0 5	400 N Str., Bridgeport	c. 1935	No		1935 stucco bathhouse no longer extant *top, 1989* . The current bathhouse was built c1955 *bottom, 2021* , according to articles found in the *Bridgeport News-Blade* between 1954 and 1959 newspapers.com . 1s brick veneer, shed roof, with modern windows upgraded doors. Recommended ineligible to the NRHP. Lacks architectural significance. Photos 1989 county survey courtesy NeSHP *top* Laffin, 2021, *bottom* **An aerial map of the location of this property was included in the 2013 report but it was not listed in the report tables.**	

Table 1. *(continued)*

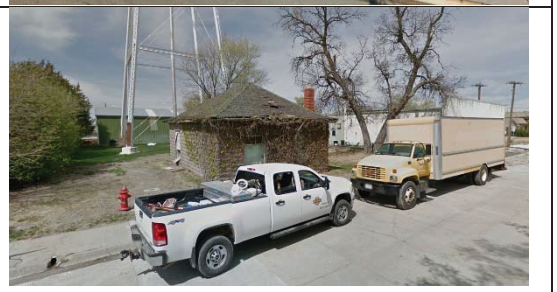
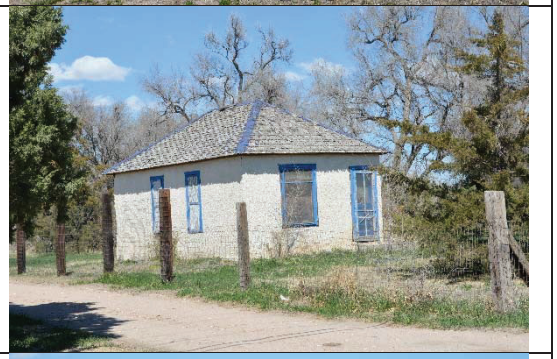
	NON-ELIGIBLE PROPERTIES (SURVEYED, OR RE-SURVEYED, SINCE 2013)						
Map ID No./FN#	**NeHRSI No.**	**Address**	**Year Built***	**NRHP Eligible**	**NRHP Criteria****	**Comments**	**Photo**
	04 0 6	South of 505 ain Str., Bridgeport	c. 1946	**Was potentially eligible; no longer extant**		Texaco Station with porcelain steel panels is no longer extant *top, 1989* . Razed between 2003 and 2004. The 2021 reconnaissance investigation found that a new garage service center was built in its place. *bottom* . Photos 1989 county survey courtesy NeSHP *top* oogle aps Street iew, 2018, *bottom* **An aerial map of the location of this property was included in the 2013 report but it was not listed in the report tables.**	
	04 085	Approximately 913 L Str., Bridgeport	c. 1910	No longer extant		Former City ater Building, once located near the base and east of the water tower. 1s concrete block with hipped roof. Razed after 2012. The 2021 reconnaissance investigation found this property to be no longer extant. Photos oogle aps Street iew, 2012, *top* oogle Earth aerial, 2019, *bottom* **An aerial map of the location of this property was included in the 2013 report but it was not listed in the report tables.**	

Table 1. (continued)

	NON-ELIGIBLE PROPERTIES (SURVEYED, OR RE-SURVEYED, SINCE 2013)						
Map ID No./FN#	**NeHRSI No.**	**Address**	**Year Built***	**NRHP Eligible**	**NRHP Criteria****	**Comments**	**Photo**
FN1 2		SD E estern Area Power Administration, Hwy 26	c. 19 5	No		Power generation substation with a 1s side gable concrete block utility building vinyl or aluminum coated roof sheathing. Recommended ineligible to the NRHP. Lacks architectural significance. Photo Laffin, 2021	
FN199		402 4th Str., Bridgeport	c. 1915	No		1s cube with hipped roof. Stucco siding. Boarded windows. ne modern utility building is also located on this parcel. Recommended ineligible to the NRHP. Lacks architectural significance and has diminished integrity of setting and materials. Photo Laffin, 2021	
FN20		33 20 50 PT 1 2SE, SESE	c. 1966	No		1s side gable Ranch with wood, and or aluminum or metal siding. pgraded windows and doors. Seven outbuildings, mostly frame, are located on this parcel. Recommended ineligible to the NRHP. Lacks architectural significance and has diminished integrity of setting, design, and materials. Photo Laffin, 2021	

Please note: this property is located outside the APE and does not require further consideration - NDOT 2024

Construction dates taken from orrill County Assessor.
ith additional research, properties may be NRHP eligible under more than one NRHP Criterion

Table 2. Properties re-evaluated in 2021, not recommended NRHP eligible. These properties do not meet minimum SHPO survey guidelines.

NON-ELIGIBLE PROPERTIES (EVALUATED BUT NOT SURVEYED SINCE 2013)		
Address	**Year Built***	**Comments**
502 Str. Bridgeport	c. 1965	Excluded from survey due to lack of architectural significance.
9 44 Hwy. 26 Bridgeport	c. 19 0 1915	Excluded from survey due to diminished integrity of design and materials.
9568 Hwy. 26 Bridgeport	c. 19 2	Excluded from survey due to diminished integrity of design and materials.
100 Recreation Rd. Bridgeport	c. 1968	Excluded from survey due to lack of architectural significance and diminished integrity of setting, design, and materials.
1108 2nd Str. Bridgeport	c. 19 5	Excluded from survey due to lack of architectural significance and diminished integrity of design, workmanship, and materials.
411 F Str. Bridgeport	c. 19 5 2009	Excluded from survey due to lack of architectural significance and diminished integrity of setting, design, and materials.
09 . 4th Str. Bridgeport	c. 19 3	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
313 Str. Bridgeport	c. 19 4	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
319 Str. Bridgeport	c. 19 5	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
413 Str. Bridgeport	c. 19 6	Excluded from survey due to lack of architectural significance and diminished integrity of design, workmanship, and materials.
302 . Str. Bridgeport	c. 19 4	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
306 . Str. Bridgeport	c. 196	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
310 Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance and diminished integrity of setting, design, workmanship, materials, feeling and association.
318 Str. Bridgeport	c. 1966	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
609 . 4th Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
410 Str. Bridgeport	c. 19 6	Excluded from survey due to lack of architectural significance.
318 H. Str. Bridgeport	c. 19 6	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
309 I Str. Bridgeport	c. 19 3	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
313 I Str. Bridgeport	c. 19 4	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
321 I Str. Bridgeport	c. 19 1	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
505 4th Str. Bridgeport	c. 19 6	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
Approx. 409 I Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance and diminished integrity of setting, design, and materials.
415 I Str. Bridgeport	c. 19 5	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.

Table 2. *(continued)*

NON-ELIGIBLE PROPERTIES (EVALUATED BUT NOT SURVEYED SINCE 2013)		
Address	**Year Built***	**Comments**
40 I Str. Bridgeport	c. 19 2	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
41 I Str. Bridgeport	c. 19 3	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
502 . 5th Str. Bridgeport	c. 19 2	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
312 4th Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance and diminished integrity of setting, design, and materials.
405 L Str. Bridgeport	c. 19 5	Excluded from survey due to diminished integrity of design and materials.
418 L Str. Bridgeport	c. 19 5	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
421 L Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance and diminished integrity of setting, design, and materials.
610 J Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
402 403 4th Str. Bridgeport	c. 1910	Excluded from survey due to diminished integrity of design, workmanship, and materials.
114 E. 4th Str. Bridgeport	c. 19 5	Excluded from survey due to lack of architectural significance.
601 Str. Bridgeport	c. 1965	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
529 P Str. Bridgeport	c. 1960	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
502 P Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance.
605 P Str. Bridgeport	c. 196	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
614 Str. Bridgeport	c. 19 0 1915	Excluded from survey due to lack of architectural significance and diminished integrity of design and materials.
Construction dates taken from orrill County Assessor.		

STANDING STRUCTURES SECTION 106 COMPLIANCE REPORT

Diane Laffin, Preservation Associate
Nebraska Highway Archeology Program
December 2013 original report
Corrections 5 2021, noted below

Project Name BNSF RR at Bridgeport iaduct Study Project No. NH 26 1 161
Control No. 51299
orrill County, Nebraska

Table 3. pdates and corrections for properties which did not meet minimum SHP survey re uirements in 2013.

Identifying Number	Property Address (2013/15)	Corrected (2021)	Reason for Exclusion/Update
FN1	nknown	9525 Hwy. 26	Lack of Integrity
FN3	803 . 3rd ST	Approx. 819 . 3rd ST	Lack of Integrity
FN15	514 5th ST	No change	Loss of Integrity since 2013
FN1	400 H ST	513 4th ST	Lack of Integrity
FN20	315 H ST	313 H ST	Lack of Integrity
FN2 re assigned FN	410 . 5th ST	110 . 5th ST	410 . 5th ST former address is less than 45 years old 110 . 5th ST is no longer extant. Razed due to Cenex as Station complex expansion.
FN32	10 4th ST	302 4th ST	Lack of Integrity
FN44	528 J ST	No change	Loss of Integrity since 2013
04 088	822 ST	No change	Loss of Integrity since 2013
FN103	905 ain ST	90 ain ST	Lack of Integrity
~~FN136~~	~~302 E 5TH ST~~	~~203 E 6th ST~~	~~Lack of Integrity~~
FN161	502 P ST	501 P ST	Lack of Integrity
FN164	522 P ST	No change	Loss of Integrity since 2013

FN136 is associated with a *surveyed* property in the 2013 2015 reports and therefore should be deleted from this list.
Highlighted rows correspond to a map included in this supplemental, entitled Properties from the 2013 Survey that have Lost Integrity or are Non Extant

Appendix 2

Archeological Investigations

Trent Carney

Highway Archeologist

History Nebraska

January 2024

NEBRASKA
DEPARTMENT OF TRANSPORTATION

A Class III Cultural Resource Evaluation for Nebraska Department of Transportation Project BNSF, Bridgeport RRZ-TMT-26-1(161), CN 51299 Bridgeport, Morrill County, Nebraska Including a Supplemental Archeological Evaluation Regarding Relocation of Western Area Power Association Power Poles HP# 0801-024-01

By
Trent Carney

January 25th 2024

Principal Investigator – Trent Carney, MA

Prepared for
Nebraska Department of Transportation (NDOT)

By the State Archeology Office, Lincoln, Nebraska
Nebraska Highway Archeology Program A program of History Nebraska

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Principal Investigator – Trent Carney, MA

Trent M. Carney

Prepared for
Nebraska Department of Transportation (NDOT)

By the State Archeology Office, Lincoln, Nebraska
Nebraska Highway Archeology Program A program of History Nebraska

ABSTRACT

The Nebraska Department of Transportation (NDOT) proposes to construct the RRZ-TMT-26-1(106), BNSF, Bridgeport project (the Project) using funds from the Federal Highway Administration (FHWA). This project is located where US Highway 26 (US-26) and Nebraska Highway 92 (N-92) cross the BNSF Railway railroad tracks in the City of Bridgeport, Morrill County, Nebraska. Due to FHWA involvement, the Project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties. Consultation on this project was initially conducted by FHWA in 2015 and the State Historic Preservation Office (SHPO) concurred on a project effects determination of *no historic properties affected* on 07/06/2015 (HP#0801-024-01).

FHWA is in the process of completing an Environmental Assessment (EA) for the Project, and since 2015, the Western Area Power Administration (WAPA) has been identified as a cooperating agency. Using information from 2015, as well as the results of this supplemental archeological evaluation, FHWA will re-initiate consultation under Section 106 with SHPO. In addition, FHWA will initiate consultation with WAPA as well other consulting parties.

This report synthesizes previous archeological investigations and presents new information relative to an archeological evaluation completed in support of design changes required by WAPA. Due to the height of the proposed viaduct, the relocation of two WAPA transmission line poles lines are required in support the Project, therefore, the area of potential effect (APE) was expanded. The supplemental evaluation considers an expanded APE which corresponds with the easement held by WAPA and the proposed relocation of two transmission line poles: 282 and 284A and related above ground utilities work at Poles 281 and 284B.

Supplemental Archeological Evaluation: 2023-2024

To identify and evaluate cultural resources within the expanded APE, History Nebraska's State Archeology Office (SAO) conducted a Class I literature review and Class III cultural resources evaluation. Highway Archeologist Trent Carney conducted an archeological evaluation in 2023. A review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database, the Nebraska Buried Sites GIS layer, historic maps, and historic aerial imagery indicated that there was one previously recorded archeological site, 25MO42, located within the expanded APE. Portions of the expanded APE showed moderate to high potential for buried soils which could contain cultural components.

Trent Carney served as the Principal Investigator and conducted archeological fieldwork between December 19th and 20th 2023 with assistance in the field by SAO staff Jennifer Banks (Highway Archeologist) and MaKenzie Coufal (Archeological Technician). After completing his initial review, detailed above, Carney elected to conduct intensive archeological survey over the entire

expanded APE. Because of the expanded APE's location within the boundaries of site 25MO42, the expanded APE was investigated using 5-meter survey transects. Pedestrian survey results were negative for cultural resources. Archeological testing was conducted within the expanded APE where ground surface visibility was insufficient for pedestrian survey and where the proposed relocation of two WAPA transmission line poles: 282 and 284A would take place. A total of twenty 10-inch power auger tests excavated in this location. All twenty test units returned negative results for cultural resources. No archeological historic properties were identified within the expanded APE. Photographs and field notes are on file at History Nebraska's SAO.

No historic archeological properties were identified within the original APE or the expanded APE. Carney recommends that the archeological project effects determination of *no historic properties affected* reached in 2015 remains appropriate.

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INTRODUCTION

The Nebraska Department of Transportation (NDOT) proposes to construct the Project referenced above using funds from the Federal Highway Administration (FHWA). The Project is located where US Highway 26 (US-26) and Nebraska Highway 92 (N-92) cross the BNSF Railway railroad tracks in the City of Bridgeport, Morrill County, Nebraska. Due to FHWA involvement, the proposed Project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties.

FHWA is the lead federal agency and they completed consultation on this Project in 2015. SHPO concurred on a project effects determination of *no historic properties affected* on 07/06/2015. FHWA is in the process of completing an Environmental Assessment (EA), and since 2015, WAPA has been identified as a cooperating agency. Using information from 2015, as well as the results of this supplemental archeological report, FHWA will re-initiate consultation under Section 106 with SHPO. FHWA will initiate consultation with WAPA as well other consulting parties.

This report synthesizes previous archeological investigations and presents information relative to archeological fieldwork completed in support of design changes required by WAPA. Due to the height of the proposed viaduct, the relocation of WAPA transmission line poles 282 and 284A is required in support of the Project. This supplemental evaluation considers an expanded APE associated with the proposed relocation of two WAPA transmission line poles: 282 and 284A and related above ground utilities work at Poles 281 and 284B.

PREVIOUS INVESTIGATIONS

Archeological Investigations Overview

A significant amount of archeological survey and excavation efforts have been completed in the North Platte valley and adjacent drainages as a result of large scale excavation work at sites such as: the Paleoindian Clary Ranch (Hill 2005; Hill et al. 2002; Hill et al. 2006) and Scottsbluff Bison Quarry (Barbour and Schultz 1932, Todd et al. 1990) sites, the stratified Ash Hollow Cave site which has Archaic through late Pre-Contact components (Champe 1946) and Signal Butte (Forbis 1985), and the Plains Apache Courthouse Rock site (Johnson and O'Connor 2022). Work conducted ahead of unrelated undertakings in order to maintain compliance with the NHPA (i.e., Bozell 1992, Koch and Miller 1996, Griffin 1991, Parks 2012, Sadd et al. 2021), and large sample surveys sponsored by the Nebraska State Historic Preservation Office (i.e., Bozell et al. 2000; Bozell et al. 2008; Holen and Watson 2000) have also contributed to our understanding of regional archeology.

There are 209 previously recorded archeological sites in Morrill County reflecting 243 discrete components (see Table 1). Nearly 30% of these are related to Euro-American settlement,

transportation, or military operations and just under 50% are Native American but cannot be associated with a particular time period or cultural complex. The remaining 66 components are associated with the following cultural traditions: Paleoindian (n=8), Archaic (n=20), Woodland (n=9), CPT/Ancestral Caddoan (n=17), Dismal River/Plains Apache (n=5), and Equestrian Nomads such as the Lakota, Crow, Arapahoe, Cheyenne, Comanche, and Kiowa (n=2).

Table 1. Archeological cultural components previously identified in Morrill County, Nebraska

Cultural Affiliation	Cultural Components	Percentage
Paleoindian	8	3.3%
Archaic	11	4.5%
Woodland	9	3.7%
Central Plains Tradition	17	7%
Dismal River	5	2.1%
Equestrian Nomads	2	0.8%
Unassigned Pre-Contact	121	49.8%
Euro-American	70	28.8%
Total:	243	100.0%

Previous Archeological Investigations Related to the Project - Overview

Koch's (2007) investigation of the Project, involved evaluating two potential alternative alignments for the proposed at-grade crossing of the BNSF railway line for cultural resources. One of the alternatives involved the construction of an overpass that would follow approximately the same alignment as existing US-26. The other alternative would be constructed south of the existing US-26 and would pass to the south of two electrical substations on the west side of Bridgeport and then reconnect with the existing US-26. Both alternatives would require approximately 3,800 feet of roadway, which would begin roughly ½ mile west of the existing railroad crossing and ending just east of J street in Bridgeport. Of these two alignments, the second southern option (Alternative 2) was preferred. Koch's (2007) investigation resulted in FHWA making a project effects determination of *no historic properties affected* for the Project and SHPO granted concurrence on the project effects determination (07/06/2015).

In 2021, SAO archeologist Courtney Ziska completed a supplemental desktop evaluation due to the amount of time that had passed since SHPO concurrence in 2015. Ziska determined that the previous archeological investigations remained appropriate and as such, no further archeological investigations would be required (personal communication, May 12, 2021). NDOT agreed with Ziska's evaluation and recommended to FHWA that the project effect determination of *no historic properties affected* for the Project remained appropriate. Due to uncertainties in the project schedule, FHWA did not reinitiate consultation with SHPO in 2021.

In 2023 it was determined that the height of the proposed Alternative 2 viaduct would impact existing transmission lines operated by the WAPA, which would require the relocation of two utility poles (Poles 282 and 284A). The earthwork associated with the relocation of these poles in

turn could have the potential to impact cultural resources not evaluated under the previous investigations. The current supplemental evaluation of the Project is in response to this anticipated work.

Five other previous cultural resource investigations unrelated to the Project have been conducted within one mile of the expanded APE including William (1988); Parks (2012); Jennings (2014); Joseph (2018); and Sadd et al. (2021) (Table 1; Figure 1 and 2). Of these, only Sadd et al. (2021) conducted survey within the Project's expanded APE. Sadd and colleagues' (2021) surveyed a corridor centered on WAPA's Stegall–Gering North and South, Bridgeport–Gering, and Sidney–Bridgeport 115-kV Transmission Lines. Survey conducted by Sadd et al. (2021) covered over 90 percent of the expanded APE. This survey returned negative results for cultural resources within the boundaries of the both the original and expanded APEs.

Table 2. Previous cultural resource investigations within one mile of the expanded APE.

Within APE			
SHPO Survey Number	**Author**	**Year**	**Title**
21-0105	**Sadd, Jena, Christopher Greubel, and Charles A. Reed**	**2021**	**A Class III Cultural Resource Inventory of Western Area Power Administration's Stegall–Gering North and South, Bridgeport–Gering, and Sidney–Bridgeport 115-kV Transmission Lines, Cheyenne, Morrill, Banner, and Scotts Bluff Counties, Nebraska**
Within 1 mile of APE			
SHPO Survey Number	**Author**	**Year**	**Title**
88-0332	**Killam, William**	**1988**	**Killam, William 1988 A cultural resources survey for the Bridgeport substation expansion Morrill County, Nebraska.**
08-0055	**Koch, Amy**	**2007**	**NHAP-PSS NH-26-1(161), BNSF RR at Bridgeport Viaduct Study.**
12-0077	**Parks, Stanley M.**	**2012**	**Archeological Survey and Assessment: Nebraskalink Fiber-Optic Cable Installation Keith, Garden, Cheyenne, Morrill, Box Butte, and Dawes, Counties Nebraska.**
14-0179	**Jennings, Lisa M.**	**2014**	**Archeological & Historic Architecture Records Review for the Burlington Northern Santa Fe Railway Company Positive Train Control Poles, Angora Subdivision Mile Posts 8.72, 10.42, 12.01, 13.82, 15.59, 17.29, 19.17, 21.03, 23.14, 25.21, 27.46, 29.34, 31.62, 33.9, 34.5, 35.9, 36.77, 38.26, 38.5, 39.9, 41.71, 43.51, 45.03, 46.77, 48.66, 50.57, & 52.53, Morrill County, Nebraska.**
18-0326	**Joseph, Brian**	**2018**	**A Class III Cultural Resource Inventory for Proposed Structure Replacements Associated with the Western Area Power Administration's Sidney-Bridgeport, Bridgeport-Gering, Scottsbluff-Snake Creek, Stegall-Gering South, Archer-Sidney, and Sterling-Sidney 115kV Transmission Lines, Box Butte, Cheyenne, Morrill, and Scotts Bluff Counties, Nebraska.**

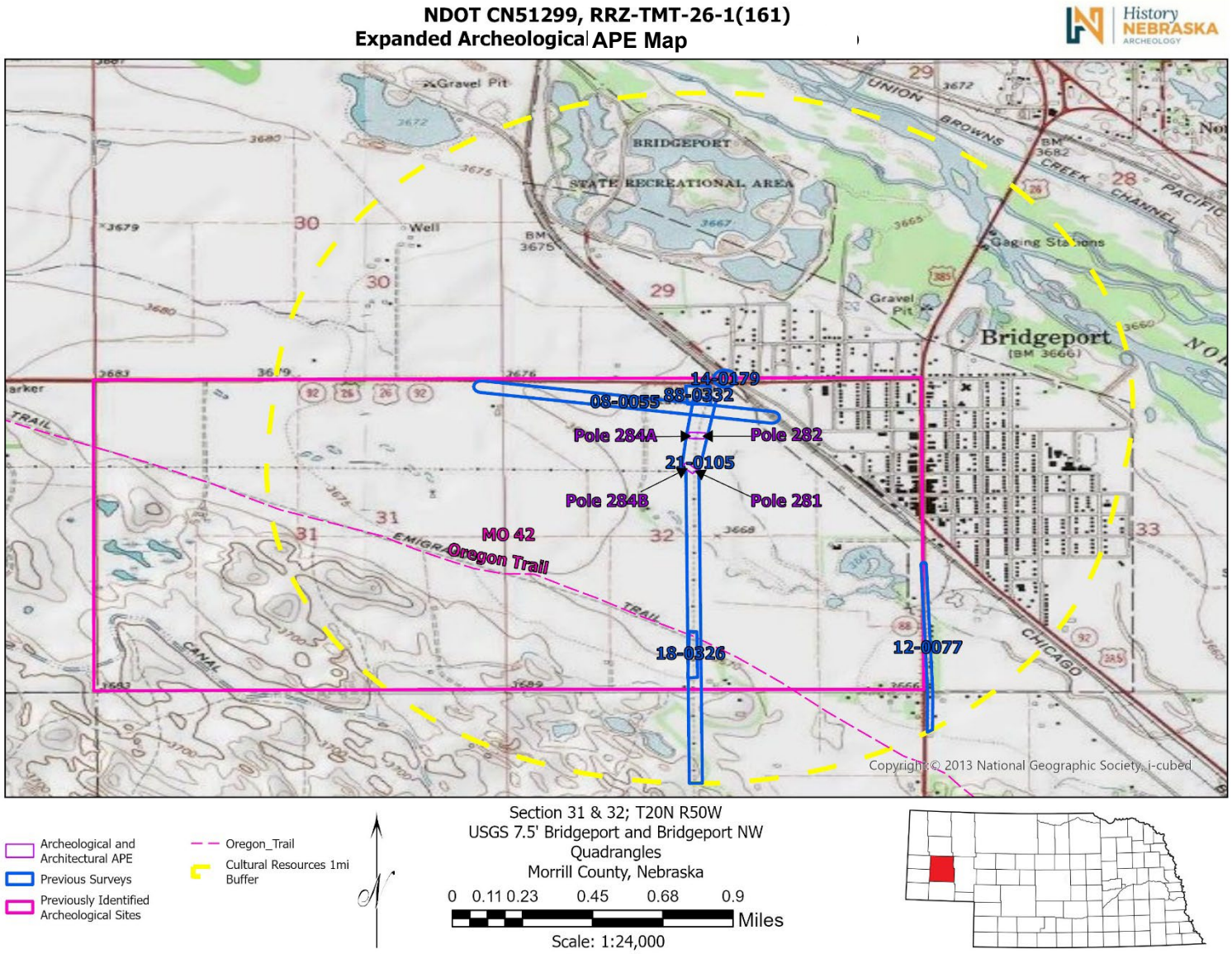


Figure 1. Map detailing previously identified cultural resource and previous surveys within one mile of the expanded APE illustrated on USGS Topo.

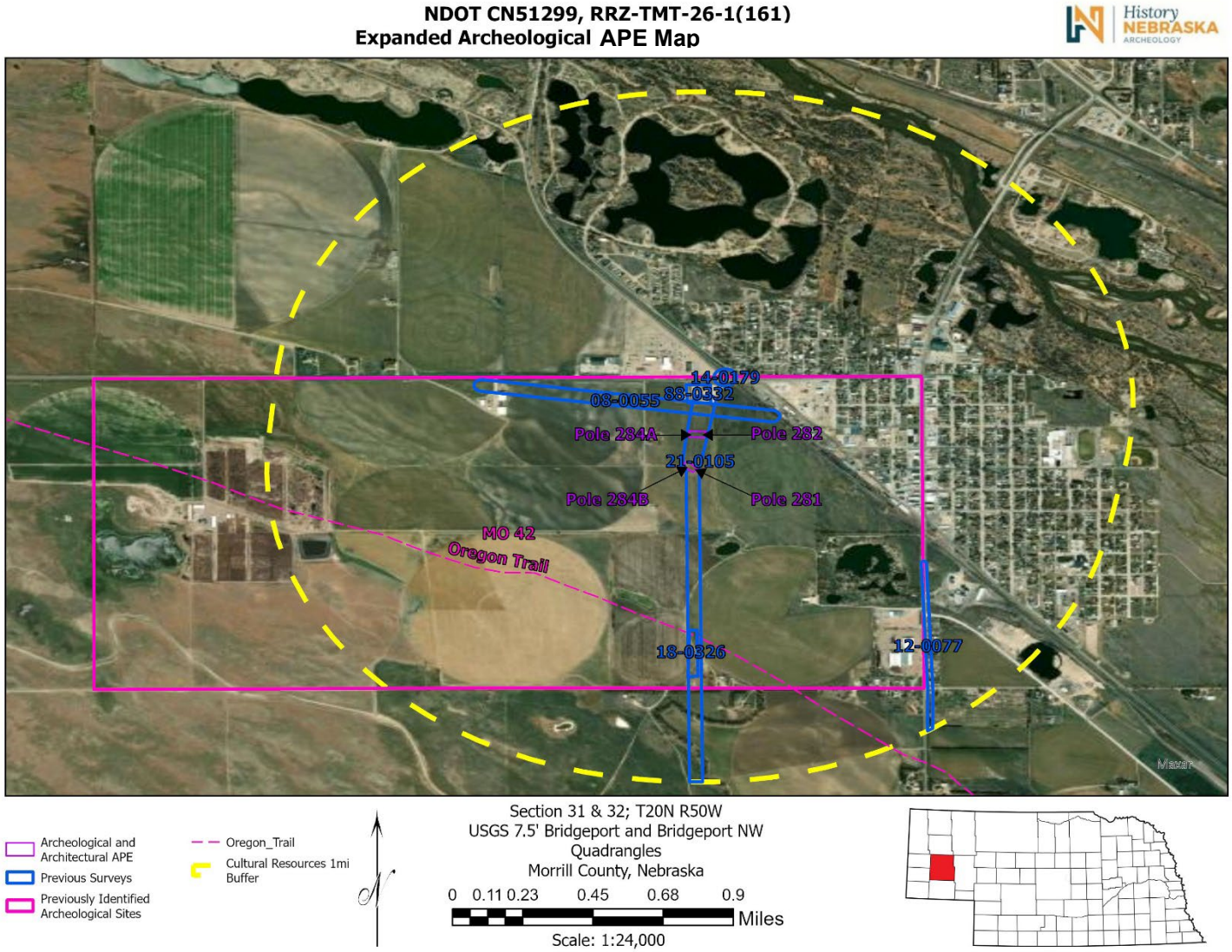


Figure 2. Map detailing previous identified cultural resource and previous surveys within one mile of the expanded APE illustrated on FSA 2023 orthophoto.

ENVIRONMENTAL SETTING

Physical Environment

The Project area is located in the section of the Great Plains known as the High Plains (Fenneman 1931:11). The topography of High Plains of western Nebraska is characterized by moderately high elevation and minimal local relief, typically ranging between 5 and 15 meters (Bozell et al. 2008). The High Plains are characterized by low precipitation, with the Nebraska Panhandle receiving an average of 15 inches per year, seasonal extremes in temperatures, and strong winds (Koch, 2000). Several major maritime and continental airmasses meet over the western Great Plains and the Central Rocky Mountains; the shifting movements of these airmasses have had, and will continue to have profound effects on the weather of the High Plains (Kornfeld et al, 2010).

The Project area is located within the North and South Platte Valley and Terraces ecoregion (Chapman et al. 2001). The North and South Platte River Valley and Terraces ecoregion is part of the Platte River system, which consists of wide flat alluvial flood plains that are the result of historic spring flooding caused by large quantities of run off due to snowmelt. These flooding events created wide silty and sandy alluvial valleys and associated terraces with low relief bluffs and uplands (Bozell et al. 2008). Today, flood control efforts and reservoir projects have regulated these flooding events and the land is largely agricultural farmland with extensive irrigation, which is a hallmark of land use along the North Platte River (Chapman et al. 2004; Chapman et al. 2001). Historic flooding events such as these accelerate geologic activity, resulting in many archeological sites in the region eroding away or becoming deeply buried (Kornfeld et al 2010). The vegetation of the North and South Platte Valley and Terrace lands are characterized by lowland tallgrass prairie and mixed-grass prairie consisting of a variety of grass species including: big bluestem, switch grass, various sedges, and western wheatgrass among others (Chapman et al. 2001). Agricultural crops typically grown in the ecoregion include sugar beets, soy beans, corn, potatoes, alfalfa, and various cover crops.

The North Platte serves as the major drainage for the Project area, which is located approximately 1 mile south of the North Platte River. According to Gunnerson (1987), with the exception of the major rivers in the region, water is largely scarce with the exception of springs. The Ogallala Formation is a major aquifer; springs are common where elevation changes suddenly or where the geologic formation is exposed, such as in the cut banks and valleys of watercourses (Diffendal 2017). Many of these springs provide reliable sources of water for people and various fauna both past and present (Bozell et al. 2008)

A number of large herbivores are common to the region including mule deer, whitetail deer, pronghorn antelope, elk, and the once-plentiful bison. In addition to these species, a variety of other wildlife species including, but not limited to, numerous fish and reptile species, prairie dogs, gophers, badgers, bobcats, coyotes, foxes, jackrabbit, cottontail, and other rodents as well as bird species such as prairie chicken, grouse, quail, various waterfowl, hawks, and turkey; historically wolves would have also been seen in the region (Kornfeld et al. 2010; Koch, 2000).

Geology

The geologic history of the High Plains of western Nebraska is directly linked to the evolution of the Rocky Mountains. During the Tertiary period, when the mountain system was slowly being uplifted, erosional forces were acting on the large quantities of rock on its slopes and transporting that sediments eastward by way of watercourses. Eventually the sediments in these watercourses were carried into eastern Wyoming and western Nebraska, forming a gently eastward-sloping plain. Today, the uneroded remnants of this extensive plain are known as the High Plains. In western Nebraska, the deposits of pre-Quaternary sand and gravel underlying the modern ground surface comprise the Ogallala Formation. In the southern portion of the Nebraska Panhandle, the Ogallala Formation consists of Miocene and Pliocene alluvial sand and gravel deposits embedded along with volcanic ash strata (Diffendal 2017). Due to the thickness of later Quaternary deposits (loess and alluvium) in the southern Nebraska Panhandle, surface exposures of the Ogallala Formation are found exclusively in deeply dissected or eroded areas, such as, along the High Plains escarpment and in the cut banks of watercourses (Diffendal 2017).

Local sources of stone suitable for the manufacture of chipped stone tools include Plate chalcedony and Chadron cobble cherts and chalcedonies which can be found in local streams as well as in the eroded badlands of western and northwest Nebraska. Other sources of high-quality stone from the surrounding region include outcrops of White River Group Silicates located at Table Mountain to the west of the project area on the Wyoming border and also in the Badlands/Black Hills about 80 miles to the north of the project area. Spanish Diggings quartzite and Hartville Uplift cherts are also abundant roughly 80 miles west-northwest. Miller (1991) and Stein (2006) discuss High Plains lithic resources in greater detail.

Past Climate

While it is tempting to assume that modern ecological and climactic conditions are the same on the Great Plains as they were in the past, several major climate and environmental shifts have occurred in the region since the terminal Pleistocene that have altered the ecological and climactic landscape of the region (Johnson and Park 1996; Kornfeld et al. 2010; Kay 1998; Mandel 1995). The glacial ice sheets of the Late Pleistocene began to retreat around 18,000 years ago leaving the Great Plains cool, dry, and partially covered with wooded parkland. Late glacial climatic and vegetational shifts resulted in a dryer grassland environment across the western Plains. These changes were complete by around 10,000 years ago, resulting in the extinction of many faunal species including mammoth, ground sloth, horse, camel, and ancestral species of bison.

At least three major region-wide climatic shifts have taken place during the Holocene: The Early Postglacial (10,000-8,500 years ago), the Altithermal warming period (8,500-4,000 years ago), and the Neoglacial (4,000 years ago to present). These three major shifts are generalizations and climatic changes were not uniform across space and time. The Early Postglacial environment was marked by generally warmer and dryer climactic conditions and continued expansion of grassland vegetation throughout the region punctuated by scattered lakes and ponds, and increased alluvial deposition occurred along watercourses. Over time, annual seasonality would have become more pronounced. The Altithermal warming episode was marked by increasingly warm and dry

conditions; after about 8,500 years ago, the interior of the Great Plains became an increasingly inhospitable, drought-ridden environment. The Altithermal warming period was not a continuous persistent drought, but is better described as a series of major drought pulses. During the Neoglacial, between 5,000 and 3,000 years ago, the climate of the Great Plains gradually became consistently cooler and moister. In the last 1500 years, the climate has been relatively comparable to modern times, but the climate has fluctuated somewhat between warm moist conditions such as the "Medieval Warm Period" (1100-700 years ago) and significantly cooler conditions "Little Ice Age" (500-200 years ago).

CULTURAL SETTING

The cultural chronology of Nebraska is generally divided into seven overlapping periods, presented here in years before present (B.P.; ca. 1950). Plains Village, Pre-Contact, and Contact period dates are supplemented with dates in calendar years CE. They include: Paleoindian (ca. 13,500–7,500 B.P.); Plains Archaic (ca. 7,500–2,000 B.P.); Plains Woodland (ca. 2,000–1,000 B.P.); Late Prehistoric (ca. 1,000–500 B.P.); Plains Village (ca. 1,000–250 B.P. / CE 1050-1700); Pre-contact (ca. 250-89 B.P./ CE 1700–1861); and Contact (ca. 89 B.P. / CE 1861 to present). Each of these periods has been, or can be, subdivided into early, middle, and late, as well as into various archeological phases and cultural complexes. Kornfeld and colleagues (2010) note that when ceramics are not present in archeological contexts, cultural complexes are defined on the basis of the degree of similarity, or range of variation, between other artifact types, with projectile points serving as primary temporal indicators for nomadic High Plains populations. As a result, it is not always possible to determine whether these assemblages represent distinct cultural groups or related ethnic groups as we understand them today; it is often impossible to identify the separate ethnic groups in the distant past (Bozell and Steinacher 1997).

This project is located in the High Plains region of western Nebraska; all of the major cultural/chronological periods spanning the past 13,000 years have been identified in the general area. However, the majority of identified Native American sites in the region are associated with the Plains Archaic and Dismal River complexes, as well as numerous sites that are of Native American origin but, due to a lack of temporally and culturally diagnostic artifacts, are not affiliated with any particular time period or culture. Euro-American sites over the same area are associated with emigrant trails, military activity, and later farms and ranches (Bozell & Johnson, 2019).

Paleoindian (ca. 13,500–7,500 B.P.)

The precise timeline for the initial settlement on the Great Plains is a matter of much debate. While it is likely the initial arrival of people on the Plains may have occurred as early as 20,000 years ago, perhaps involving initial migration down the Pacific Coast, Paleoindian populations that utilized Clovis projectile point technology remain, the earliest well-established human occupation on the Great Plains at roughly 13,500 cal. B.P., around the end of the last great Ice Age (Bamforth 2021). Other later projectile point technological complexes such as Goshen, Folsom, Agate Basin, Alberta, Brown's Valley, Eden, Frederick, Hell Gap, Lusk, Plainview, and Scottsbluff types are associated with Paleoindian populations who were present in Nebraska and much of the Great

Plains from roughly ca. 11,000–7,500 cal. B.P. (Kornfeld et al. 2010). Paleoindians have been characterized as highly mobile hunter-gatherers who hunted now-extinct fauna species including mammoths, ground sloths, camels, and extinct species of bison, as well as a variety of smaller game species. As a result of low population density and a high degree of mobility, the vast majority of identified Paleoindian sites consist of mega-fauna kill sites or isolated projectile point finds and are typically either deeply buried or on ridge tops free of sedimentation (Kornfeld et al, 2010).

Plains Archaic (ca. 7,500–2,000 B.P.)

During the Early Archaic, a major climatic event known as the Altithermal resulted in extensive drought conditions across the Great Plains (Bamforth 2021). After the transition to the Middle Archaic, climatic patterns characteristic of the modern period gradually became established. Many of the fauna that had dominated the Great Plains during the Ice Age became extinct around this time. Evidence suggests that, while Archaic people maintained a nomadic lifestyle, their movements appear to have become more localized and they made use of a broader spectrum of wild plant and animal resources. This is evidenced in the archeological record by greater regional differentiation and local adaptation over time (Kornfeld et al. 2010).

Technologically this period is marked by the transition from the exclusive use of the various lanceolate points towards a more varied use of lanceolate, basal notched, and stemmed projectile point types. Some examples of projectile point types from this period found in Nebraska include the Duncan, Hanna, Hardin Barbed, Logan Creek, Mallory, McKean, Munkers Creek, Oxbow, Pelican Lake, Table Rock Stemmed, St. Charles Notched, and Stone Square Stemmed point types (NSHS 1989). Archaic tool kits diversified over time so that by the Late Archaic they included the atlatl, a notched handheld spear thrower which improved the range and velocity of thrown projectiles, various forms of chipped stone axes and knives, and numerous types of ground stone tools, including celts for girdling trees and grinding stones for processing seeds (Steinacher and Bozell 1997).

Archaic sites are frequently identified on hilltops or high terraces in close proximity to water sources and the use of rock shelters has also been documented. At the end of this period, pronounced changes in lifeways begin to develop in different parts of what would become Nebraska. The western half continued to be occupied by nomadic groups who engaged primarily in hunting and gathering subsistence practices (Late Prehistoric) while groups in the eastern half of Nebraska began transitioning to more sedentary lifeways (Plains Woodland), in part due environmental factors as well as influences from farther east.

Late Prehistoric (ca. 2,000–500 B.P.)

The adoption of the bow and arrow and the resulting technological shift in projectile point forms away from atlatl projectile points has been documented around 2,000 B.P., and is considered the beginning of the Late Prehistoric in western Nebraska (Koch, 2000). Small, side-notched or corner-notched projectile points associated with the Avonlea complex and Prairie corner- or side-notched points are some of the earliest points associated with this shift in the region (Kornfeld et al. 2010). Late Prehistoric cultures in the Panhandle region of Nebraska lived in fairly small groups, utilized open campsites, and resided in light pole framed structures with hide or mat covers, which are represented archeologically by stone 'tipi' rings; they also made use of natural shelters

such as Ash Hollow Cave in the North Platte valley (NSHS 1989). Subsistence patterns during the Late Prehistoric appear to have involved the exploitation of a broader resource base than earlier periods. Large roasting pits, likely used for intensive food processing, are commonly found at Avonlea sites (Kornfeld et al. 2010).

Plains Woodland (ca. 2,000–1,000 B.P.)

Increasing evidence of relatively sedentary lifeways alongside the introduction of pottery manufacture, the use of bow and arrow technology, and horticulture experimentation featuring corn, gourd, and squash, are indicative of the transition from the Archaic into the Plain Woodland period in the eastern half of Nebraska around 2000 B.P. (Steinacher and Bozell 1997). This period is marked by these and other gradual changes in cultural practices reflective of changes seen amongst cultural groups of the eastern and mid-western United States around the same time. The primary diagnostic artifacts from this period are large conical ceramic wares tempered with grit, sand, or crushed rock; designs changed through time, but cord-roughened, finger- or tool-applied, and cord-impressed methods were commonly employed (NSHS 1989). Diagnostic projectile points for the period consisted of corner-notched projectiles of variable sizes indicative of the use of bow and arrow. The hunting of bison, and deer occurred along with a variety of other species including beaver, waterfowl, upland birds, turtle, fish, and other small mammals. Settlements in Woodland period semi-sedentary communities contained from one to ten structures, with small circular or oval basin shaped floors centered around hearths, that were often situated along lower terraces of tributary streams (NSHS 1989). Elaborate burials in earthen mounds have been recorded in some instances near these sites, which is consistent with cultural influences from eastern groups (Koch 2000). In western Nebraska, a regional variant of the Plains Woodland known as the Keith complex has been identified. According to Gunnerson (1987) although Keith complex peoples were relatively mobile, they occupied structures with small circular or oval basin shaped floors that were centered around hearths similar to those seen in eastern Nebraska, but without features such as storage pits.

Plains Village (ca. 1,000–250 B.P.)

In the eastern two-thirds of Nebraska, the Plains Village period is marked by changes in subsistence practices and material culture traits among existing Plains Woodland populations; these groups became known broadly as the Central Plains Tradition (CPT) (Bamforth 2021). CPT peoples can be readily differentiated from earlier Plains Woodland groups by the intensive practice of small garden horticultural focused primarily on maize, beans, and squash. Despite the increasing importance of horticulture, wild game and plant resources were still utilized extensively by CPT peoples. Triangular projectile points with single or multiple hafting notches and diamond beveled knives have been found in the Nebraska sand hills indicating CPT hunting expeditions ranged farther west than their village sites, which are located in the eastern two thirds of the state (Koch, 2000).

Other diagnostic artifacts found at CPT sites include a wide variety of globular ceramic wares with rounded bottoms, commonly decorated with geometric patterns along the rims and deer or bison scapula hoes. CPT sites consist of timber-framed earth lodges with a square to rectangular floor plans and extended entranceways that were arranged into small semi-permanent villages or

isolated farmsteads that are usually located along the flood plains of stream valleys, which provided locations suitable for both settlement and horticulture (Bamforth 2021). Storage pits for food, tools, and refuse are often identified under lodge floors.

Pre-Contact and Contact Indigenous Groups (ca. 250 B.P. to present)

From approximately 1450 CE until the forced removal of Native Americans from western Nebraska to reservations in the late 1870s, historical tribes, such as the Pawnee, Apache, and their immediate predecessors lived in the region, as well as more recent nomadic groups that lived in and traveled through the area including the Lakota, Crow, Arapahoe, Cheyenne, Comanche, and Kiowa. The arrival of Europeans and Euro-Americans traders, even when contact was not pervasive, tragically brought epidemic diseases, such as smallpox, measles, and cholera, to which Indigenous peoples had no hereditary immunity. At times even, a single tribe's interactions with individual traders could lead to diseases being spread between related and allied groups, at times wiping out entire villages (Wishart 1994).

Broad consensus supports the view that CPT peoples were Caddoan-speakers and were likely ancestral to the historic Pawnee and Arikara tribes who are also Caddoan-speakers (Bamforth 2021). The circular shape of Pawnee earth lodge and the use of eight central support posts distinguish Pawnee earth lodges from similar structures erected by CPT populations (Gunnerson 1987). By the early 1800s, the Pawnee were a loose confederation of four bands: the Skidi (Wolf), Chaui (Grand), Kitkahahkis (Republican), and Pitahawiratas (Tappage) (Wishart 1994). Archeological and historical evidence suggests that the Pawnee became powerful intermediaries in the exchange of furs, particularly beaver and bison, for European trade goods (NSHS 1989). The Pawnee entered three treaties with the United States, in 1833, 1843, and 1857, under which they gradually ceded most of their lands to the United States government with the exception of a reservation along the Loup River near Genoa, Nebraska (Wishart 1994). Their treaty rights still permitted the use of western portions of Nebraska for hunting expeditions into the 1870s; small side notched and triangular projectile points associated with the Pawnee have been identified in the Sand Hills of northwestern Nebraska (Koch, 2000). In 1875, the Pawnee made the decision to relocate to Oklahoma (Bamforth 2021).

Some Pre-Contact and Contact period sites identified in the region have been attributed to the Dismal River culture. The Dismal River culture is considered by most archeologists to be an Athabaskan speaking population that is ancestral to the Apachean cultures of the Contact period. These peoples migrated from the Canadian Sub-Arctic southward along the eastern Rocky Mountains into Nebraska and surrounding areas (Johnson and O'Conner 2022). Dismal River sites are generally represented by semisedentary settlements with a focus primarily on hunting and secondarily on horticulture (Koch, 2000). Habitation structures tend to have five main support posts surrounding a hearth, with two additional entrance posts. Components of Dismal River sites have been dated to approximately 1550-1750 CE (Hill and Trabert 2018). Diagnostic artifacts of Dismal River sites include small side notched or unnotched projectile points and Lovitt Plain, Lovitt Mica Tempered, and Lovitt Simple Stamped pottery types (Gunnerson 1987). Euro-American trade items have been found occasionally in Dismal River contexts.

By the mid-1700s the Ogallala and Brule Lakota, nomadic bison hunters had crossed the Missouri River from Minnesota onto the Great Plains and by the end of the eighteenth century had ready access to horses (DeMallie 2001a:732). The Lakota, now equestrian, continued moving westward as a result of dwindling bison herds in the east due to the ripple effect of Euro-American expansion, trade, and settlement in the eastern half of the continent. By the mid-nineteenth century, the Ogallala and Brule divisions of the Lakota inhabited the northern part of the Nebraska Panhandle and journeyed throughout the surrounding region following the bison herds (DeMallie 2001a:719). The Lakota signed treaties with the US government in 1851 and 1868 which formally established and subsequently diminished the boundaries of Lakota lands in northwestern Nebraska while still recognizing their hunting rights along the North Platte and Republican Rivers (Koch, 2000; DeMallie; 2001b:794).

Non-Native History and Settlement

The earliest recorded European expedition that may have entered Nebraska was the Spanish expedition led by Coronado around 1540 CE. Later, Robert La Salle's 1682 CE expedition traveled down the Mississippi river to the Gulf of Mexico and arbitrarily laid claim to the territory of Louisiana, which extended westward from the Mississippi River to the Rocky Mountains and from the Great Lakes region to the Gulf of Mexico, for the French crown (Dobbs 1918). During this time, the majority of European incursions into the area that is now Nebraska likely consisted of individual fur traders, trappers, and hunters who left little to no historical documentation of their journeys. However, evidence of European trade goods begins to appear in the archeological record in the 1600s (Bamforth 2021). The British established their first trade posts in the Hudson Bay area in the 1670s and 1680s and sought to gain a foothold in North America through trade alliances with Indigenous peoples (Bamforth 2021). Meanwhile, the Spanish and French continued to jockey for control of the Great Plains until 1803, when the French sold the region to the U.S. as part of the Louisiana Purchase.

As a result of continued European and Euro-American interest in the region fur trappers began utilizing the region extensively in the early 1800s; traveling as far as the Rocky Mountains in search of hides and pelts. The first documented historical account of fur trappers in the vicinity of the project area was an expedition from the American Fur Company led by Robert Stuart to the mouth of the Laramie River in 1812 (Mattes 1980). This expedition is credited with identifying the North Platte Valley route that would come to be one of the primary routes traveled by western emigrants late that century. With over trapping resulting in the decline of beaver populations, William Sublette and Robert Campbell constructed Fort Williams near the confluence of the Laramie and North Platte Rivers, in what would become Wyoming, in 1834 in order to monopolize on the bison hide trade (Mattes 1980). Other fur trading posts in the region included Bordeaux's Post near Chadron, Nebraska, and Forts John and Mitchell west of Scottsbluff. In 1841, Fort Williams, now owned and operated by the American Fur Company, was relocated; by the late 1840's was popularly called Fort Laramie. As the fur market began to decline in the late 1840s the American Fur company sold Fort Laramie to the U.S. military for $4,000 (Mattes 1980).

Increased encroachment by Euro-American settlers westward led to conflict with settlers, US government forces, and other displaced Indigenous peoples (Bamforth 2021). Between 1840s and

the 1860s an estimated 250,000 to 650,000 Euro-American emigrants passed through the North Platte valley, westward to Oregon, California, Utah, Colorado, Wyoming, and Montana along the Mormon, California, and Oregon trails (Oregon-California Trails Association 2011; Mattes 1969). As the presence of Euro-American emigrants and settlers on the Plains increased, so too did the U.S. military presence on the Great Plains, which led to increased conflicts with Indigenous people, especially after the Civil War (Bamforth 2021). The passing of The Homestead Act of 1862 and the Timber Culture Act of 1873 only further exacerbated these issues by incentivizing settlement in the region (National Archives 2023). With settlers claiming more and more land, Indigenous tribes' lifeways were increasingly threatened by western expansion. Conflicts between the U.S. government and Indigenous tribes in western Nebraska and throughout the Great Plains continued from the 1850s into 1890s (Bamforth 2021).

Most of the land still held by Indigenous tribes in western Nebraska and eastern Wyoming were ceded to the U.S. government via treaties throughout the 1850s into 1870s. The 1851 Treaty of Fort Laramie laid the ground work for the demarcation and acquisition of Indigenous lands on the Great Plains and allowed the construction of roads and military outposts on lands set aside for the Lakota (Koch, 2000; DeMallie 2001b:794). Between 1865 and 1868 the US government Treaty Commission signed treaties with numerous Indigenous tribes (DeMille 2001b794). These treaties, which formed the basis for the reservation system, were designed to open transcontinental travel and settlement for Euro-Americans, but also contributed to further population decline, and the loss of tribal autonomy, traditional hunting grounds, and ancestral homelands for many Indigenous tribes by the late 1800s (Bamforth 2021; DeMallie; 2001b:794). The Great Sioux Reservation Treaty of 1868 established the boundaries of the Great Sioux Reservation which included northwestern Nebraska and large portions of South Dakota, and recognized the hunting rights of the Lakota along the North Platte and Republican Rivers (Koch, 2000; DeMallie; 2001b:794).

The Territory of Nebraska was established in 1854 and statehood followed in 1867; initial Euro-American settlement focused on the eastern portion of the state (Naugle 2018, Olson 1966). As a result of the semi-arid conditions and large tracts of open land, open range cattle and sheep ranching characterized much of western Nebraska during the 1860s and 1870s, but the settlement did not begin in earnest until the later part of the nineteenth century and the early twentieth century, incentivized in part by the Kinkaid Act (or Amendment) of 1904 and largely facilitated by the presence of early transcontinental travel routes and the construction of rail ways through the region (Naugle 2018, Olson 1966).

The construction of the railroads across the Great Plains highlights a major stage of Euro-American expansion westward. Two major railroads have lines in the vicinity of the project APE: the Chicago Burlington & Quincy (CB&Q, today known as BNSF) and the Union Pacific (UP) railroads. The Union Pacific railroad was created by the Pacific Railroad Act of 1862, but construction of the Union Pacific Railroad did not begin until 1870 (Steely et al. 2014:26). The Union Pacific railroad line started in Omaha, Nebraska and extended westward along the Platte and North Platte rivers, generally paralleling the route of the Emigrant Trail (Steely et al. 2014:117–119). The CB&Q was constructed in 1886 to run coal from mines in northeastern Wyoming to Alliance, Nebraska (Steely et al. 2014:122). In the 1920s and 1930s, many farms and ranches were consolidated into larger

land holdings due to the combined impacts of the Dust Bowl and the Great Depression (Naugle 2018, Olson 1966). In 1970 the CB&Q Railroad merged with other railroads and became known as the Burlington Northern (BN) Railroad. In 1996, it became known as the Burlington Northern Santa Fe Railway, after an additional merger and by 2009 its name was abbreviated to BNSF, as it is known today (Steely et al. 2014:124)

CURRENT INVESTIGATION – EVALUATION OF EXPANDED APE

Literature Review and Site File Search

Carney conducted the literature review and site file search in June of 2023. The purpose of the literature review and archeological site file search was to identify and evaluate previously recorded archeological sites and previous cultural resource investigations within a one-mile radius of the expanded APE. The evaluation of previous work and recorded sites helps investigators to develop appropriate field strategies. Additionally, the file search aims to ensure that all previously recorded archeological sites within the expanded APE are identified and subsequently relocated in order to assess the potential effects of the proposed undertaking and to determine whether the expanded APE has been adequately investigated during previous projects, or if additional work is needed in order to account for the Project's potential effects to cultural resources.

The archeological site file search indicated that the expanded APE was located within the boundaries of a previously recorded archeological site, 25MO42. The National Register of Historic Places (NRHP) listed Oregon-California National Historic Trail (OCNHT) route passes through the southern half of Sections 31 and 32 T20N R50W, which is within one mile of the expanded APE. No other previously recorded archeological sites were identified within one mile of the expanded APE.

Prior to survey, Carney reviewed the SAO's Deeply Buried Sites Geographic Information System (GIS) (see Layzell et al. 2018) and USDA's Web Soil Survey databases for information on soil types and potential within the expanded APE for containing buried soils and cultural horizons. Two soil components are located within the expanded APE. The soil components in the expanded APE are comprised of approximately 90 percent Gering loam (5631) and 10 percent Janise loam (5643) with low-to-moderate and moderate-to-high potential for deeply buried archeological sites respectively (Soil Survey Staff 2023) (see Table 3; Appendix A).

Table 3. Soil components present within the APE and their buried sites potential.

Soil Unit Symbol	Soil Name	Description	Buried Sites Potential
3641	Gering, loam	Forms in flood plains. Parent material consists of Loamy alluvium over sandy and gravelly alluvium	Low-Moderate
3642	Janise, loam	Forms in flood plains. Parent material consists of alluvium.	Moderate-High

Previously Recorded Archeological Sites

25MO42

25MO42 was recorded in 1933, the site file from that time describes it as a campsite with stone tools, stamped or cord roughened and thick plain pottery. The quantities of these artifacts were not documented. The site's location was described as a blowout and field on Brandt's Ranch near the North Platte River, Sections 31 & 32 T20N R50W. When this site was recorded, this coarse location description was used to define site boundaries on the NCRGIS, resulting in the site covering all of Sections 31 and 32 T20N R50W. However, based on the site's description, and earlier iterations of the site location drawn in SAO red books (pre-GIS site documents, on file at History Nebraska), the site is much smaller than it is currently depicted in the NCRGIS. This is supported by documentary information related to the location of the Brandt Brothers Farm/Ranch, which is described in newspapers as being located 1/2 mile south and 1/2 mile west, or one mile southwest of Bridgeport, Nebraska. Historic aerial images of Morrill County from ca. 1939 were examined, but no blowouts are visible in those images in the vicinity of the original or expanded APEs. LiDAR and satellite imagery indicated that no blowouts are currently located within the original or expanded APEs.

A site update request was originally submitted by Courtney Ziska and MaKenzie Coufal in 2020 based on the information detailed above, but these changes were not enacted in the NCRGIS. The survey and testing that was conducted within the expanded APE in 2023 by Carney and colleagues falls within the reduced site boundary suggested by Ziska and Coufal (2020). After fieldwork was completed in 2023, Carney submitted an additional site update request that reflects both the reductions proposed by Ziska and Coufal in 2020 as well as the results of fieldwork for the current Project (see Appendix B). The changes to the site boundary reflect an approximate 50% reduction in overall site size and removal of site boundaries from areas with negative sub-surface testing results.

Oregon-California National Historical Trail

The Oregon-California National Historic Trail (OCNHT) is a NRHP listed National Historic Trail route that can be identified on General Land Office (GLO) plats which date to 1877 (Nebraska State Surveyor's Office 2022), the Morrill County (Ogle 1913) Atlas and 1960s 7.5' USGS topographic maps (United State Geological Survey 2022). The OCNHT route passes within one mile of the expanded APE in the S ½ and NW ¼ of Section 31 and the S ½ of Section 32; T20N R50W (See Figures 1 and 2). While segments of the OCNHT have been identified elsewhere in Morrill County, LiDAR and satellite imagery of the project area does not indicate the presence of trail ruts or other physical evidence of the historic trail in or within one mile of the original or expanded APE.

Field Work and Methodology

Fieldwork documentation included GPS mapping, and completion of standardized SAO field forms. Mapping data was collected using a Trimble Juno Series 3B handheld GPS unit. All field datasets generated during this project are on file at the SAO.

Intensive Archeological Survey

Due to the expanded APE being located within a previously recorded archeological site, pedestrian survey within the expanded APE was conducted using linear transects spaced no more than 5 meters (16.4 [ft]) apart. All areas with likelihood of containing surface or near-surface cultural materials, including animal disturbances, vehicle and utility disturbances, and cleared agricultural fields, were closely examined. Noted disturbances throughout the total expanded APE included impacts from general agricultural practices including planting, harvesting, and ranching activities as well as impacts from animal activity, and a variety of modern disturbances including ranch fence lines, two-track roads, and utility infrastructure, such as transmission line poles.

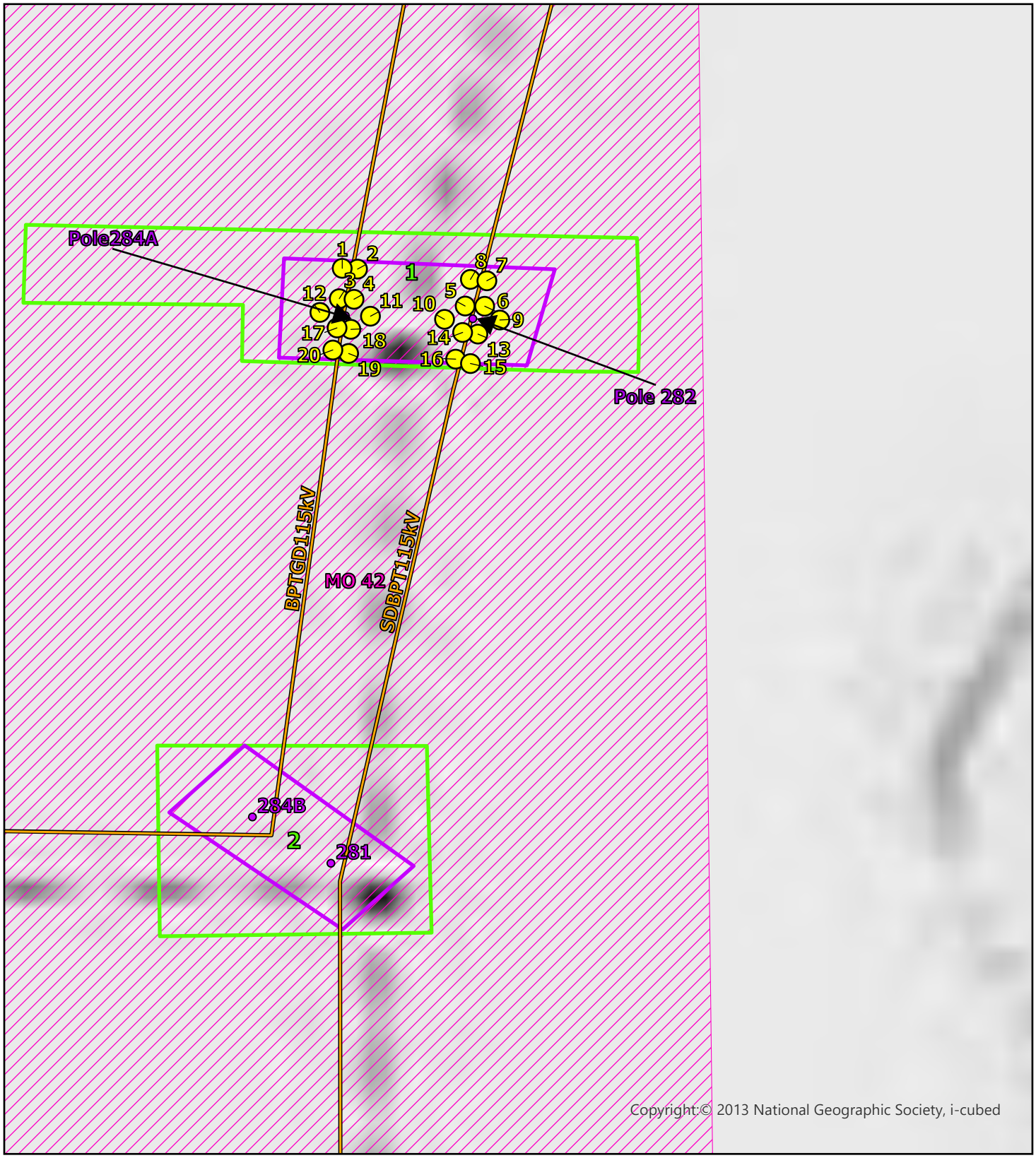
The northern section of the expanded APE centered on Poles 282 and 284A covers an area of approximately 1,926.58 square meters. Survey area coverage of this northern portion totaled approximately 5261.20 square meters. Vegetation in the northern portion of project area was roughly divided in half north-south by a fence line, with harvested agricultural fields on the north half of the fence line and mixed-grass prairie grass pasture on the south side. Agricultural fields were recently harvested and provided roughly 65 percent ground surface visibility (GSV). Pastures areas on the south side of the fence line had lower GSV, ranging from 0–10 percent. The southern section of the expanded APE centered on Poles 281 and 284B covers an area of approximately 1503.18 square meters. Survey area coverage of this southern portion totaled approximately 3,864.78 square meters. Vegetation throughout the southern project area was also mixed-grass prairie grass pasture, however soil disruption from two tracks and other activities associated with utilities work and animal activity provided 10-25 percent GSV. Survey coverage totaled 9,125.98 square meters and covered 100 percent of the total expanded APE, which totaled 3,429.76 square meters (see figures 3-4). No subsurface testing was completed in the southern section of the expanded APE because these poles will not be relocated.

Subsurface Testing

Figure 3. Example of one of the power auger test units. View is to the southeast. Taken on 12-20-2023.

Subsurface archeological excavations were conducted to identify the presence or absence of buried cultural materials where transmission line poles were likely to be relocated in the northern section of the expanded APE. Test units were excavated using a gas-powered auger with a 10inch (27cm) diameter auger head. Subsurface excavations, included a total of 20 power-auger tests, with ten tests centered around Pole 282 and another set of ten tests around Pole 284B (see figure 4-5). Archeological test units measured 27cm (10 inches) in diameter and were excavated to depths that ranged from 38-53cmbs and averaged 45.35cmbs (Figure 3). All sediment was screened through ¼-inch hardware mesh. Soil stratigraphy, texture, depth, and color were documented for each excavated test unit, and the location of each excavation unit was recorded with the Trimble Juno 3B handheld GPS unit. All twenty test units yielded negative results for cultural resources.

CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport
Expanded Archeological and Architectural APE Map

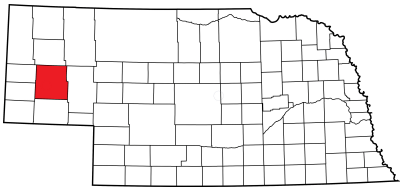


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
Subsurface Test Units
Current Survey Transects
Previously Identified Archeological Site

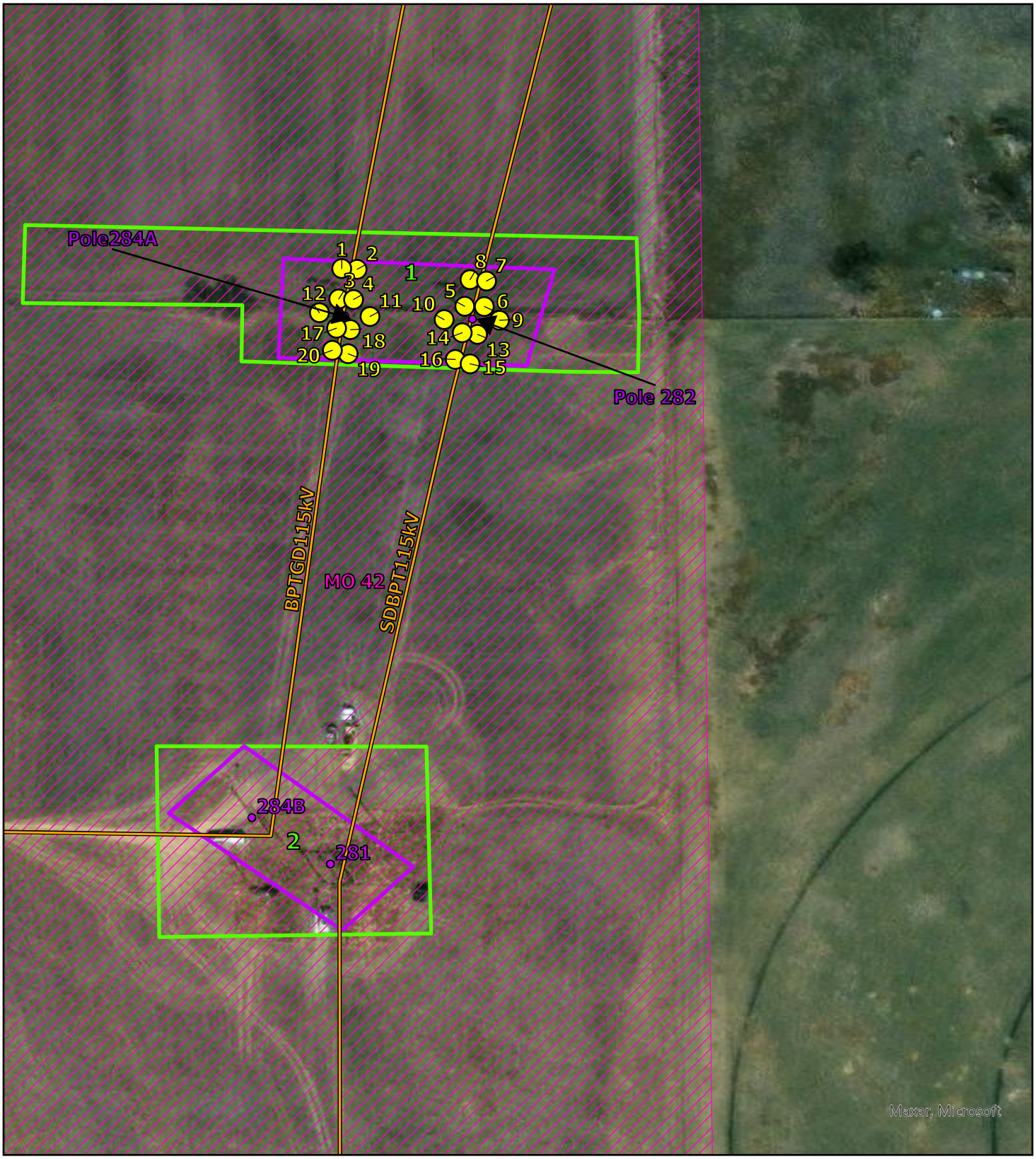
Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport
Expanded Archeological and Architectural APE Map

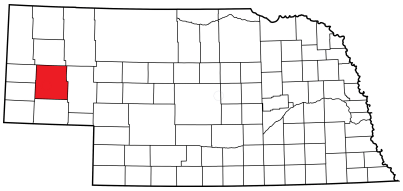


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
Subsurface Test Units
Current Survey Transects
Previously Identified Archeological Site

Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



Discussion and Recommendations

Intensive pedestrian survey and subsurface testing within the expanded APE yielded negative results for cultural resources. The previously recorded archeological site 25MO42 was not relocated as a result of this investigation. As such, it was not possible to evaluate 25MO42's National Register eligibility according to the guidelines expressed in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS, rev. 1997); its eligibility for the National Register is still undetermined. This investigation's findings indicate that the boundaries of 25MO42 do not extend into the Project's original or expanded APE. No archeological historic properties were identified within the original or expanded APE. The Project as proposed will not affect any archeological historic properties. The investigator recommends that the Section 106 Finding of *No Historic Properties Affected* relative to the Project remains appropriate.

SUMMARY AND CONCLUSIONS

NDOT proposes to construct grade crossing improvements over the BNSF Railway railroad tracks using funds from the Federal Highway Administration (FHWA). The Project is located where US Highway 26 (US-26) and Nebraska Highway 92 (N-92) cross the BNSF Railway railroad tracks in the City of Bridgeport, Morrill County, Nebraska. Due to FHWA involvement, the proposed project is a federal undertaking that must be reviewed under Section 106 of the NHPA, as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed undertakings on historic properties.

Archeological investigations completed in 2007 did not identify any archeological historic properties within the original APE. Due to the height of the proposed viaduct, the relocation of two WAPA transmission line poles (282 and 284A) is required in support of this project. An archeological supplemental evaluation focuses on an expanded APE in the area of the proposed relocation activities associated with the relocation of Poles 282 and 284A, and above ground utilities work on Poles 281 and 284B.

To determine the effects on significant cultural resources within the proposed expanded APE, History Nebraska's State Archeology Office (SAO) conducted a Class I literature review and Class III cultural resources evaluation in 2023. Highway Archeologist Trent Carney conducted an archeological evaluation and review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database, the Nebraska Buried Sites GIS layer, historic maps, and historic aerial imagery indicated that there was one previously recorded archeological site, 25MO42, identified within the expanded APE and portions of the expanded APE showed low-moderate to moderate-high potential for buried soils which could contain cultural components. Because the expanded APE was within the boundaries of a previously identified archeological site, it was determined that intensive pedestrian survey should take place over the entire expanded APE and that subsurface testing should take place where subsurface work was anticipated. Carney also conducted subsurface testing in the northern portion of the expanded APE surrounding Poles 282 and 284A.

As a result of this investigation, no cultural resources were identified within the expanded APE during intensive pedestrian survey and subsurface testing. 25MO42 was not evaluated to determine National Register eligibility according to the guidelines expressed in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS, rev. 1997) because the site was not relocated. Therefore, its eligibility for the National Register is still undetermined. It is the opinion of the investigator that 25MO42 is not located within the expanded APE, and as such, will not be affected by the Project as currently proposed. In earlier archeological evaluations of the original APE, Koch (2007) and Ziska (2021) indicated that 25MO42 was not present within the original APE.

This investigator recommends a Section 106 Finding of *No Historic Properties Affected* relative to the Project RRZ-TMT-26-1(161), CN51299. As a reminder, the information included in this report is protected by state law (Statute 84-712.05[14] and [15]) and is not for public distribution.

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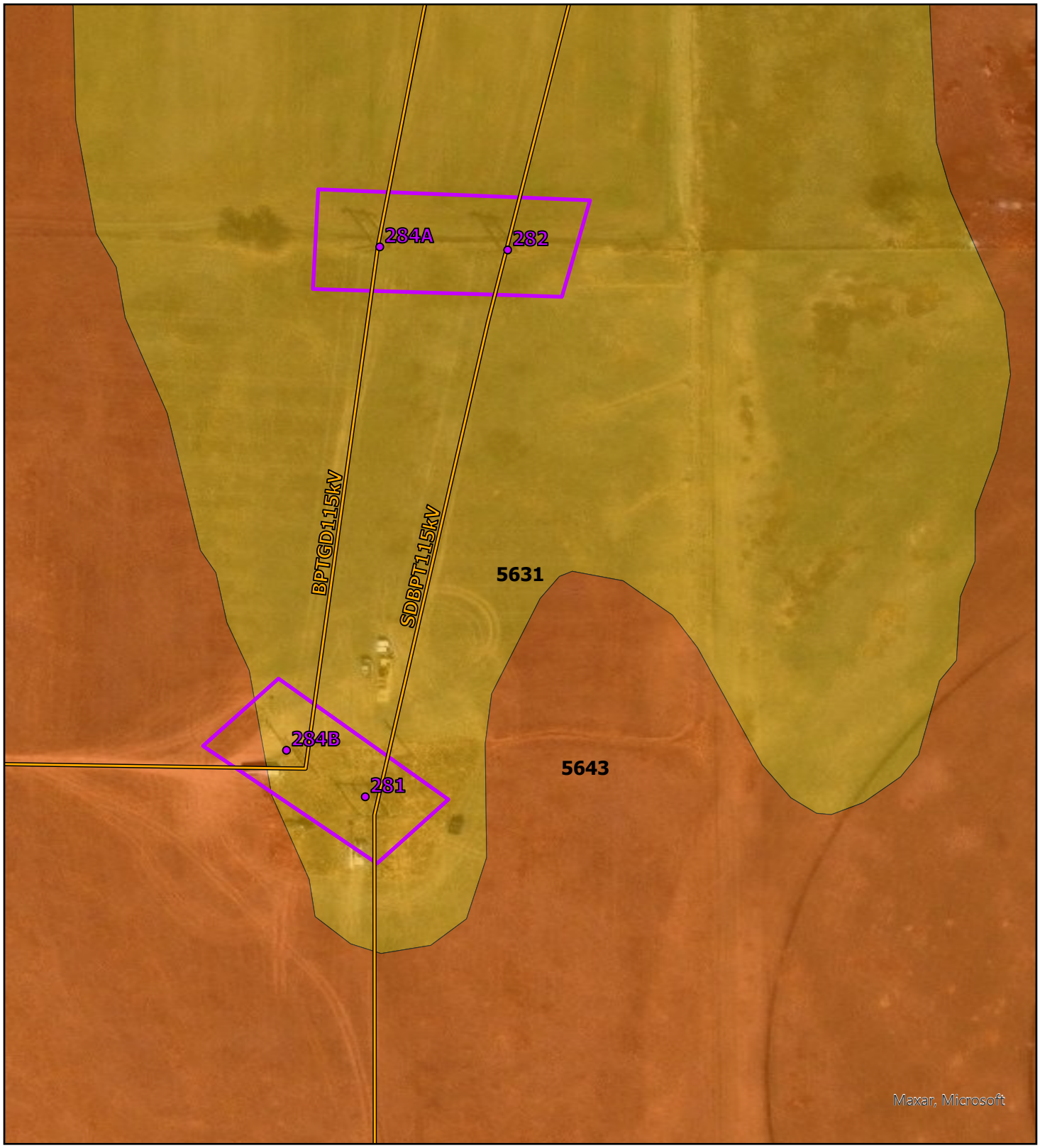
Highway Archeology Program
APPENDIX A
Buried Soil Maps and Soil Unit Descriptions

Appendix A, Figure 1
CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport Expanded Archeological and Architectural APE Buried Soils Map

Buried soil potential illustrated on FSA 2023 orthophoto.

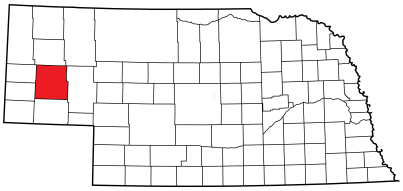


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
MODERATE-HIGH
LOW-MODERATE

Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

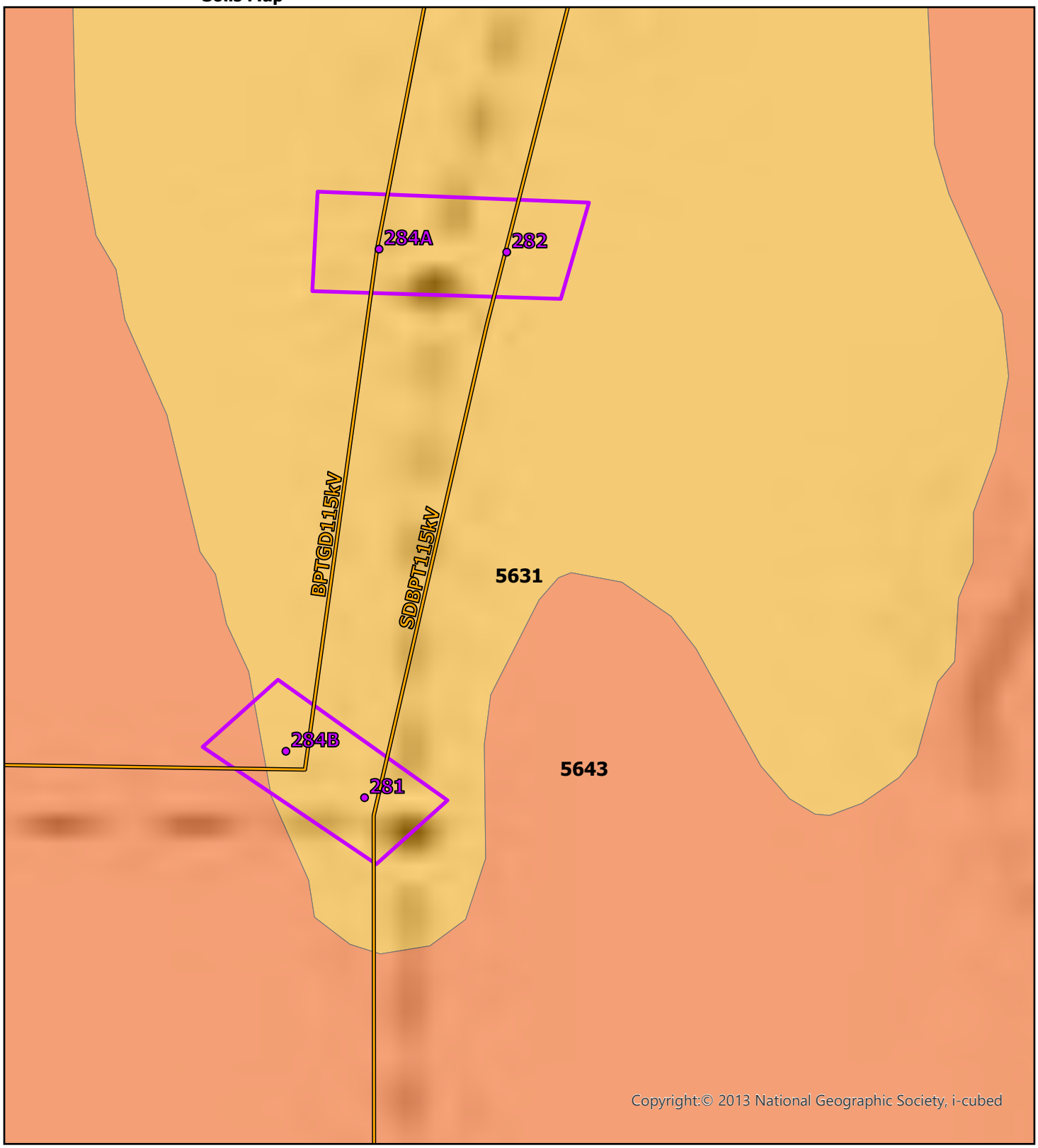
0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



Appendix A, Figure 2
CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport Expanded Archeological and Architectural APE Buried Soils Map

Buried soil potential illustrated on USGS Topo

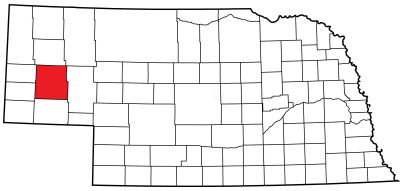


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
MODERATE-HIGH
LOW-MODERATE

Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



Highway Archeology Program
APPENDIX B
HAP PSS Form

State Archeology Office

Project Survey Summary

History NEBRASKA ARCHEOLOGY
Nebraska State Historical Society

Control Number: CN51299

Project Number: RRZ-TMT-26-1(161) **Project Name:** Bridgeport Viaduct

County: Morrill **Nearest Water:** North Platte River; Stock Ponds

Legal Description:

N 1/2 Section 32 T20N R50W

APE Description (Add Maps):

Two APE sections centered around WAPA transmission poles 281 and 284A (northern APE) and WAPA transmission poles 282 and 284B (southern APE) approximately 1/2 mile south of Bridgeport in N 1/2 Section 32; T20N R50W.

Maps Used: USGS 7.5' Bridgeport and Bridgeport NW Quads, General Land Office Plats 1877, Morrill Co.Atlas (Ogle 1913), Google Earth

Project Character (Attach Project Description):

Relocation of two transmission poles (281 and 284A) that will be moved by WAPA to accommodate the height of the proposed Bridgeport viaduct structure alternative 2.

Project Length/Area: 3,429.76 sqM

Survey Length/Area: 9,125.98 sqM

Detour? ☒ No ☐ Yes, without Constr. Activities ☐ Yes, w/ Constr. Activities

Date(s) of Archeological Survey: 12-19-2023 and 12-20-2023

Name(s) of Survey Personnel: Trent Carney, MaKenzie Coufal, Jennifer Banks

Person-Hours of Fieldwork: 23

Ground Cover (%-Visibility)

Agricultural fields were recently harvested and provided roughly 65 percent ground surface visibility (GSV). Pastures areas south of the fence line ranging from 0–25 percent GSV.

Survey Interval/Provisions:

5m linear transects were employed for the entire APE. All areas with likelihood of containing surface or near-surface cultural materials, including animal disturbances, vehicle and utility disturbances, and cleared agricultural fields, were closely examined.

Rationale for Non-surveyed Areas:

Entire APE was surveyed. Low visibility directly south of fenceline offered 0-10% GSV. Subsurface testing was conducted in this area.

Results of Survey:

☒ **No Archeological Resources Discovered**

☐ **Site(s) Discovered** Site Numbers:

☒ **Other** (explain) APE was located within the NCRGIS boundaries of 25MO42. Testing returned negative results for cultural resources.

Project Effect Determination for Archeology

☒ **No Historic Properties Affected:** ☒ None Present ☐ Present but Not Affected

☒ **No Adverse Effect**

☐ **Adverse Effect**

Are Further Archeological Investigations Warranted? ☐ Yes ☒ No

Is THPO Consultation Recommended by Sponsor Agency? ☒ Yes ☐ No **List Tribes:** TBD by Sponsor Agency

Prepared by: Trent Carney **Date:** 12-21-2023

NDOT Standard Specification 107.10 - Archaeological and Paleontological Discoveries (2017)

Should the contractor encounter any fossils, meteorites, Native American relics, or other articles of historical or geological interest, such articles shall become the property of the State. The Engineer shall be promptly notified when any such articles are uncovered, and the Contractor shall suspend operations in the area involved until such time that arrangements are made for their removal and preservation.

State Archeology Office

Project Survey Summary Continuation Sheet

Control Number: CN51299

Project Number: RRZ-TMT-26-1(161)

Comments:

Previous Surveys:
SHPO Survey No. 08-0055
Koch, Amy 2007 NHAP-PSS NH-26-1(161), BNSF RR at Bridgeport Viaduct Study.
This is the initial archeological investigation associated with the NDOT project [NH-26-1(161), BNSF RR at Bridgeport Viaduct Study] that initiated this supplemental evaluation.

SHPO Survey No. 21-0105
Sadd, Jena, Christopher Greubel, and Charles A. Reed A Class III Cultural Resource Inventory of Western Area Power Administration's Stegall–Gering North and South, Bridgeport–Gering, and Sidney–Bridgeport 115-kV Transmission Lines, Cheyenne, Morrill, Banner, and Scotts Bluff Counties, Nebraska
This survey covered nearly 90% of the current APE with negative results, but given the possibility that the APE was located within 25MO42 the APE was resurveyed and tested to confirm these findings.
Survey Parameters:
Due to the APE being located within the NCRGIS boundaries of 25MO42, 5 meters (16.4 [ft]) pedestrian survey transects were employed. All areas with likelihood of containing surface or near-surface cultural materials, including animal disturbances, vehicle and utility disturbances, and cleared agricultural fields, were closely examined. Noted disturbances throughout the total APE included impacts from general agricultural practices including planting, harvesting, and ranching activities as well as impacts from animal activity, and a variety of modern disturbances including: ranch fence lines, two-track roads, and utility infrastructure, such as transmission line poles.
The northern APE section centered on Poles 282 and 284A covers an area of approximately 1,926.58 square meters. Vegetation in the northern portion of project area was roughly divided in half north-south by a fence line, with harvested agricultural fields on the north half of the fence line and mixed-grass prairie grass pasture on the south side. Agricultural fields were recently harvested and provided roughly 65 percent ground surface visibility (GSV). Pastures areas on the south side of the fence line had lower GSV, ranging from 0–10 percent. The southern APE section centered on Poles 281 and 284B covers an area of approximately 1503.18 square meters. Vegetation throughout the southern project area was also mixed-grass prairie grass pasture, however soil disruption from two tracks and other activities associated with utilities work and animal activity provided 10-25 percent GSV. No cultural resources were identified anywhere in the APE.

Subsurface Testing:
Subsurface testing was conducted because of low visibility on south side of fence line in the northern APE section and to investigate the potential of subsurface cultural materials ahead of the relocation of transmission line poles 282 and 284A. Because no earth work is anticipated at or around poles 281 and 284B subsurface testing was not conducted in this location. Test units were excavated using a gas-powered auger with a 10inch (27cm) diameter auger head. A total of 20 power-auger tests were excavated, with ten tests centered around Pole 282 and another set of ten tests around Pole 284A. Each test measured 27cm (10 inches) in diameter and were excavated to depths that ranged from 38-53cmbs (average 45.35cmbs) All sediment was screened through ¼-inch hardware mesh. Soil stratigraphy, texture, depth, and color were documented for each excavated test unit, and the location of each excavation unit was recorded with the Trimble Juno 3B handheld GPS unit. All twenty test units yielded negative results for cultural resources.

Previously Recorded Archeological Sites:
25MO42 was first recorded in 1933, in which the site is described as campsite with stone tools, stamped or cord roughened and thick plain pottery. The quantities of these artifacts were not documented. The site's location was described as a blowout and field on Brandt's Ranch near the North Platte River, Sections 31 & 32 T20N R50W. This coarse location description was used to define site boundaries on the NCRGIS, resulting in a site covering all of Section 31 and 32 T20N R50W. However, based on the site's description, and earlier iterations of the site location drawn in the red books (pre-GIS site documents, on file at History Nebraska), the site is much smaller than it is currently depicted in the NCRGIS. This is supported by documentary information related to the location of the Brandt Brothers Farm/Ranch, which is described in newspapers as being located 1/2 mile south and 1/2 mile west, or one mile southwest of Bridgeport, Nebraska. Historic aerial images of Morrill County from ca. 1939 were examined, but no blowouts are visible in those images in the vicinity of the APE. LiDAR and satellite imagery indicated that no blowouts are currently located within the project area.

Results:
The results of the intensive pedestrian survey and sub surface testing all returned negative results for cultural resources. 25MO42 is not located within the APE of the current project. This project will have no adverse effects on historic properties. There are no historic properties located within the APE.

State Archeology Office

Project Survey Summary Continuation Sheet

Control Number: 512999

Project Number: RRZ-TMT-1(161)

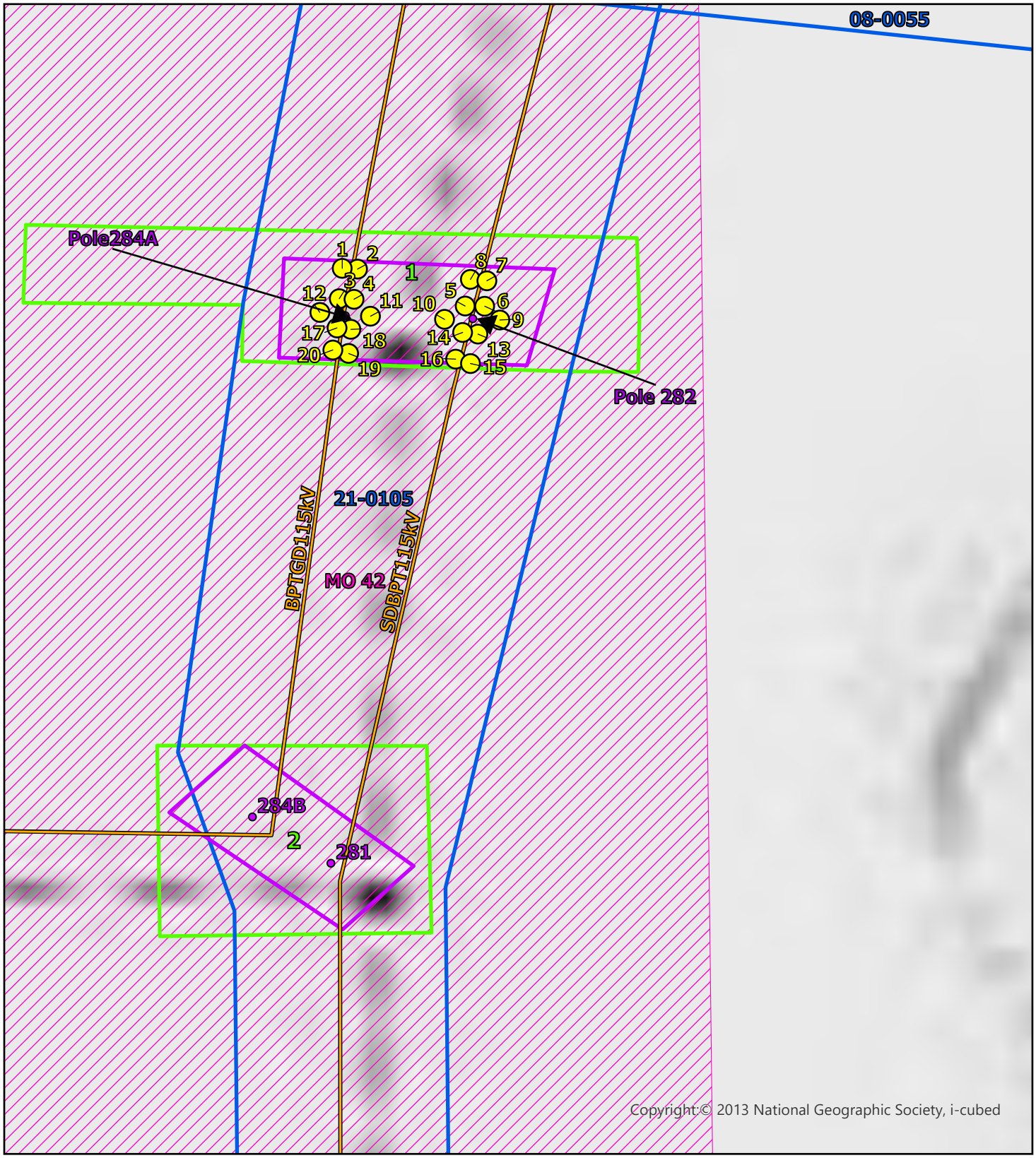
Site Boundary Update:

A site update form for 25MO42 was submitted by Courtney Ziska and MaKenzie Coufal in 2020, but these changes were not implemented into the NRCGIS layer. No survey was conducted in the area at that time, due to the degree of disturbance found along the west side of Highway 88 (man-made lake, campground, industrial development). They argued that based on all available information (see previously recorded archaeological sites), site 25MO42 was not located in the currently depicted location and revisions to the site boundaries on the NCRGIS was recommended. Based on the site's description, the site is much smaller than currently depicted, and is likely located closer to the boundary of Sections 31 and 32 T20N R50W as it appears in earlier iterations drawn in the Morrill County site map located in the red books (pre-GIS, on file at History Nebraska). This is supported by documentary information related to the location of the Brandt Brothers Farm/Ranch discussed above.

The current update (see site update maps below) reiterates these changes to the overall site boundary and incorporates changes to reflect the current testing results from within the sites boundary. Testing returned negative results for cultural resources, indicating that the site location is not within the tested area. Based on these testing results I have suggested the site boundary exclude the tested area.

Although recent cultural resource surveys in 2007, 2021, and the current survey, all returned negative results for cultural resources, subsurface testing was not conducted; the site boundary was not reduced to reflect those survey results.

Appendix B, Figure 1
CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport
Previous Survey and Current Work Map

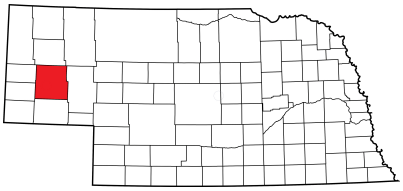


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
Previous Surveys
Current Survey Transects
Subsurface Test Units
MO42

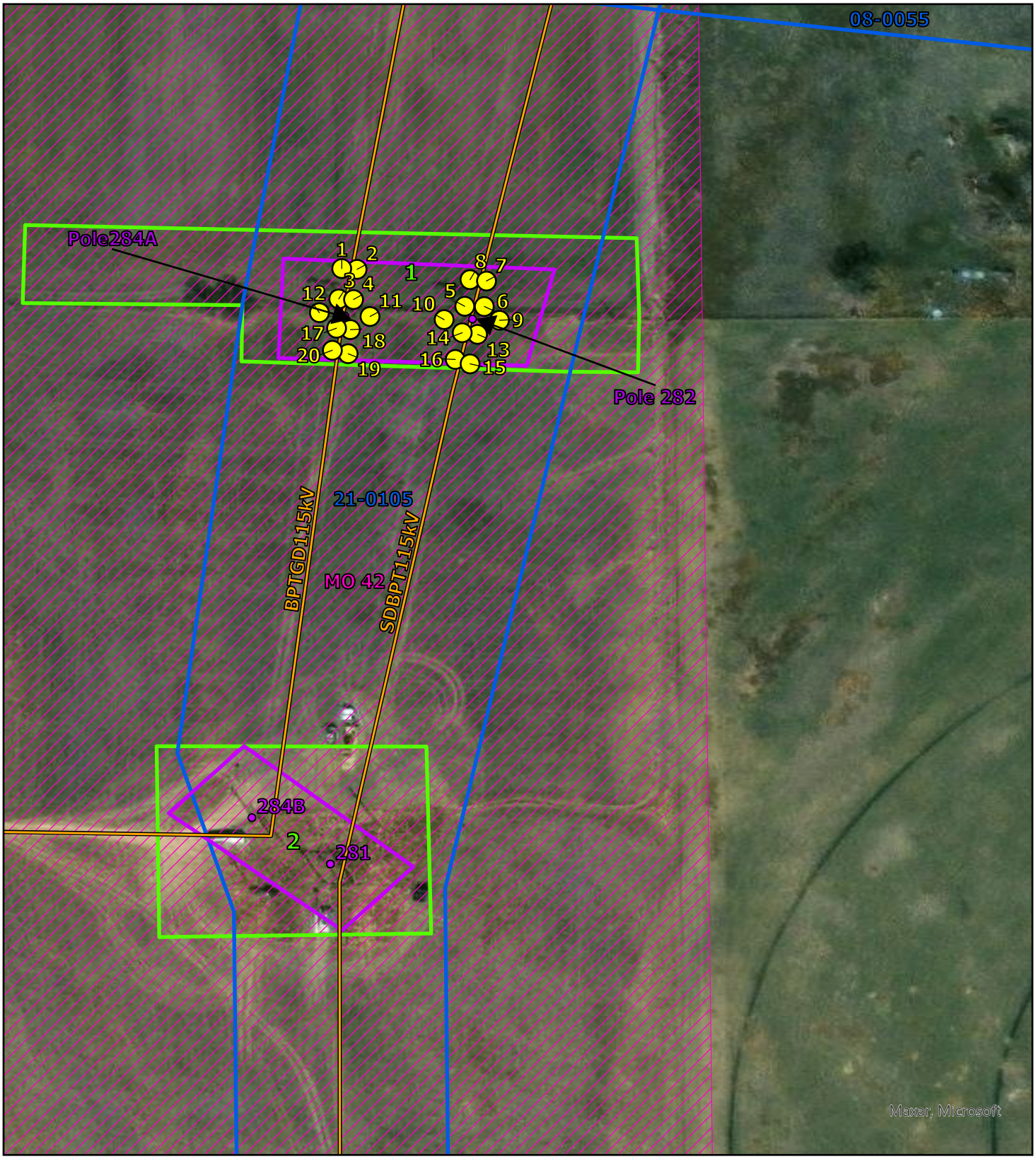
Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



Appendix B, Figure 2
CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport
Previous Survey and Current Work Map

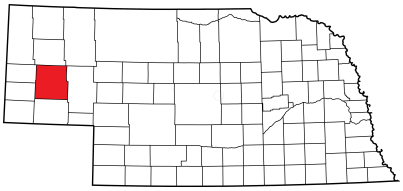


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
Previous Surveys
Current Survey Transects
Subsurface Test Units
MO42

Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



State Archeology Office

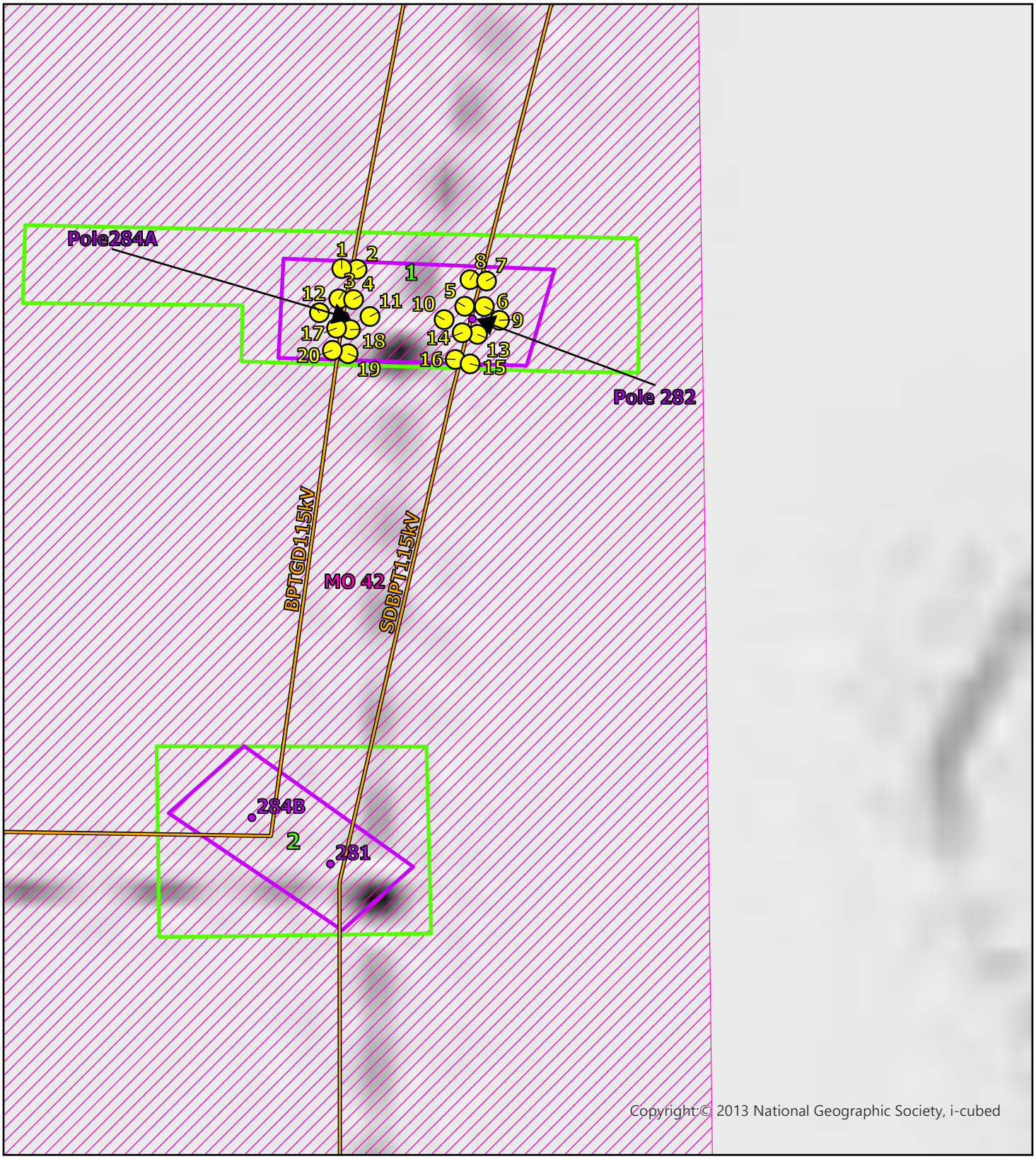
Project Survey Summary Continuation Sheet

Control Number: CN 51299

Project Number: NH-26-1(161)

Location	Nearest Water	Legal Description	Ground Cover/Visibility
1	North Platte River	NE ¼ of Section 32; T20N R50W	Location centered on Poles 282 and 284A covers an area of approximately 1,926.58 square meters. Vegetation in the northern portion of the survey area was roughly divided in half north-south by a fence line, with harvested agricultural fields on the north half of the fence line and mixed-grass prairie grass pasture on the south side. Agricultural fields were recently harvested and provided roughly 65 percent ground surface visibility (GSV). Pastures areas on the south side of the fence line had lower GSV, ranging from 0–10 percent. Subsurface testing was conducted throughout this survey area. No cultural resources were identified anywhere in the APE.
2	North Platte River	NE ¼ of Section 32; T20N R50W	Location centered on Poles 281 and 284B covers an area of approximately 1503.18 square meters. Vegetation throughout the southern project area was mixed-grass prairie grass pasture, however soil disruption from two tracks and other activities associated with utilities work and animal activity provided 10-25 percent GSV. No cultural resources were identified anywhere in the APE.

Appendix B, Figure 3
CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport
Current Survey and Testing Map

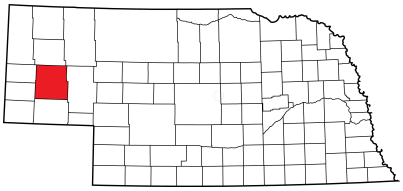


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
Current Survey Transects
Subsurface Test Units
MO42

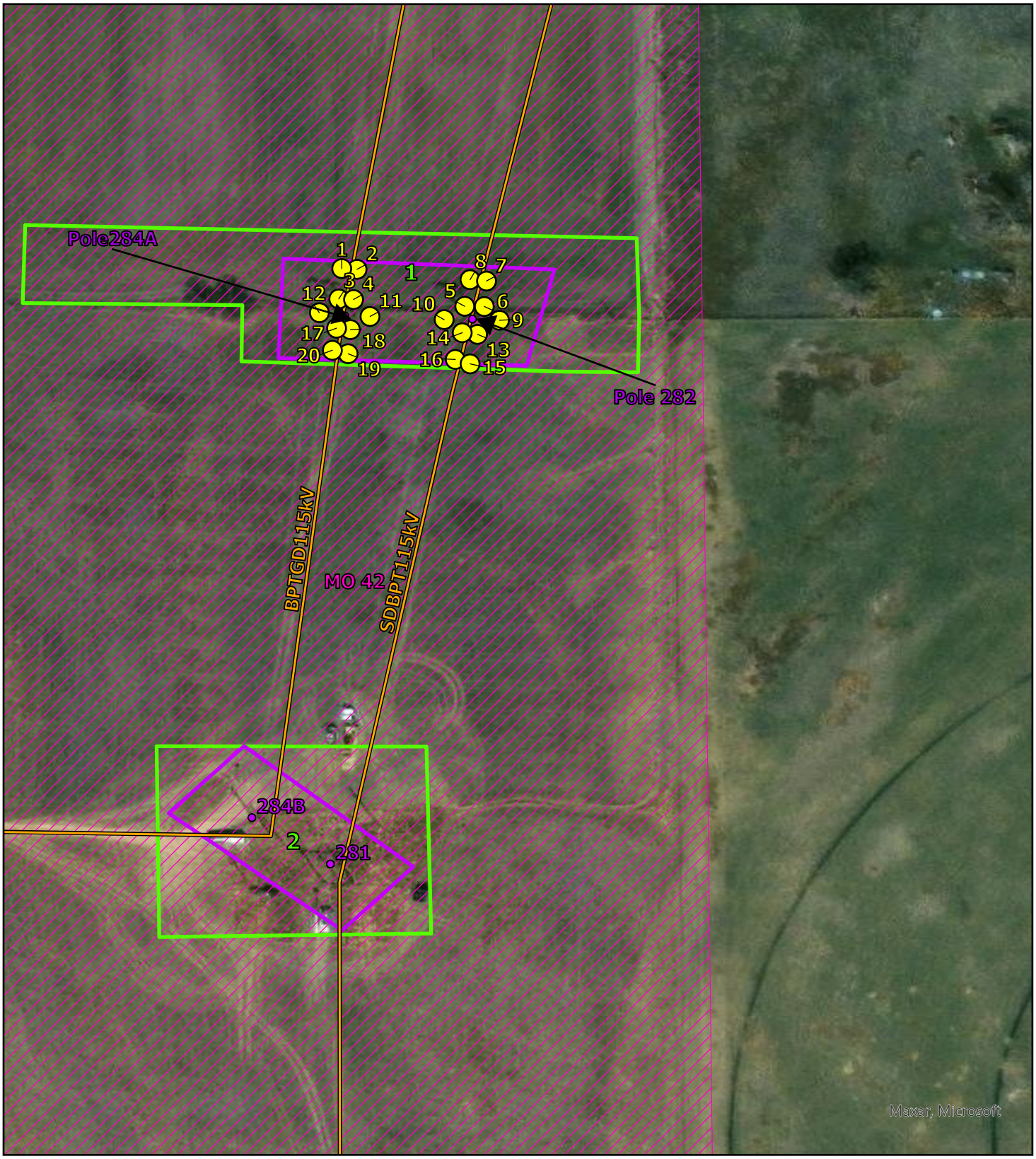
Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



Appendix B, Figure 4
CN51299; RRZ-TMT-26-1(161), BNSF Bridgeport
Current Survey and Testing Map

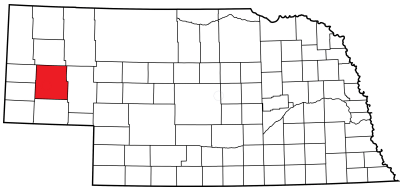


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
Current Survey Transects
Subsurface Test Units
MO42

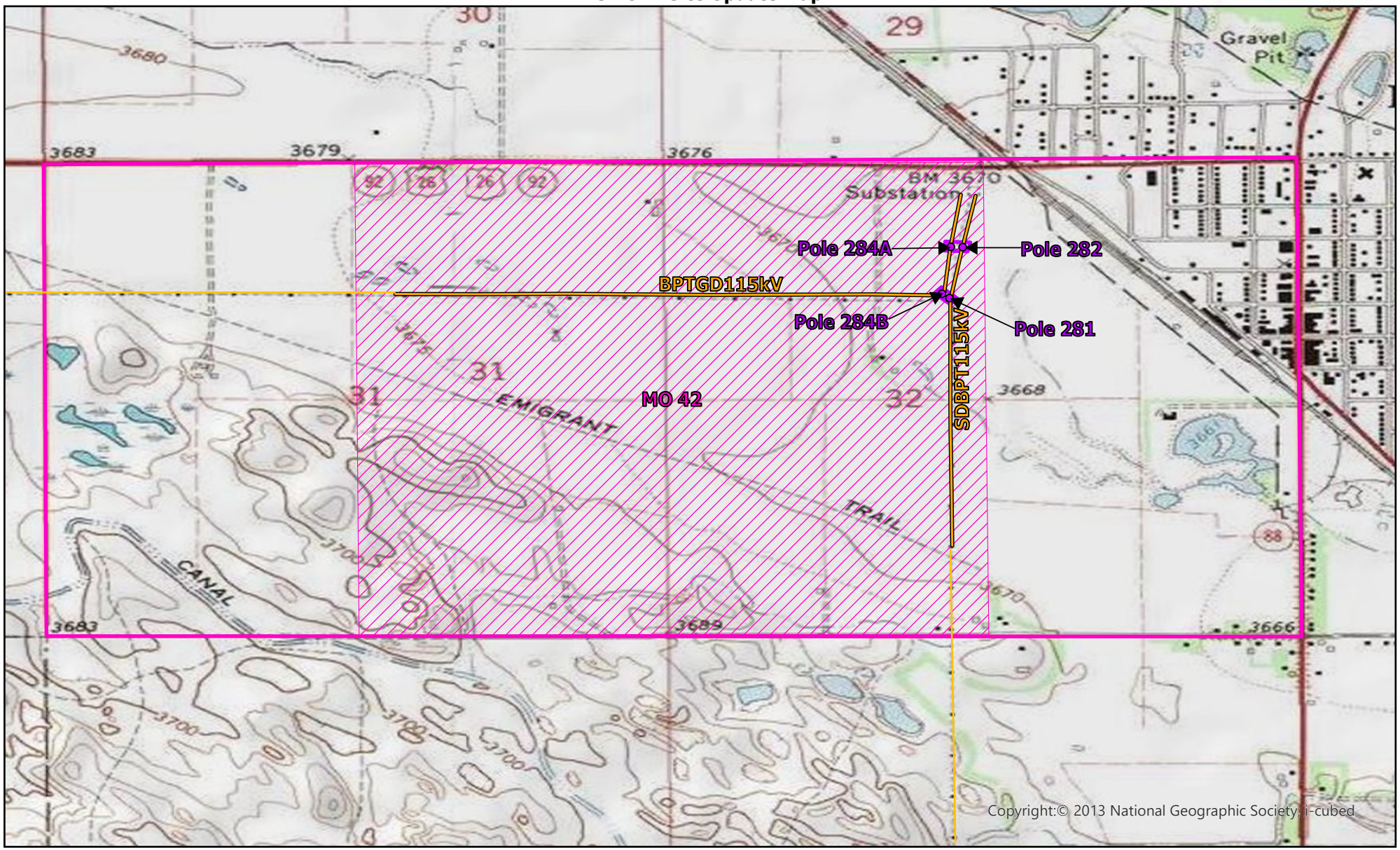
Section 32; T20N R50W
USGS 7.5' Bridgeport Quadrangle
Morrill County, Nebraska

0 0.01 0.01 0.03 0.04 0.05 Miles

Scale: 1:1,700



Appendix B, Figure 5
NDOT CN51299, RRZ-TMT-26-1(161)
25MO42 Site Update Map

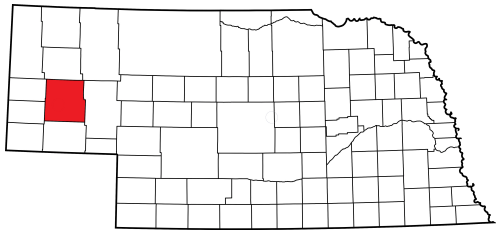


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
MO42
Original Site Boundary MO42

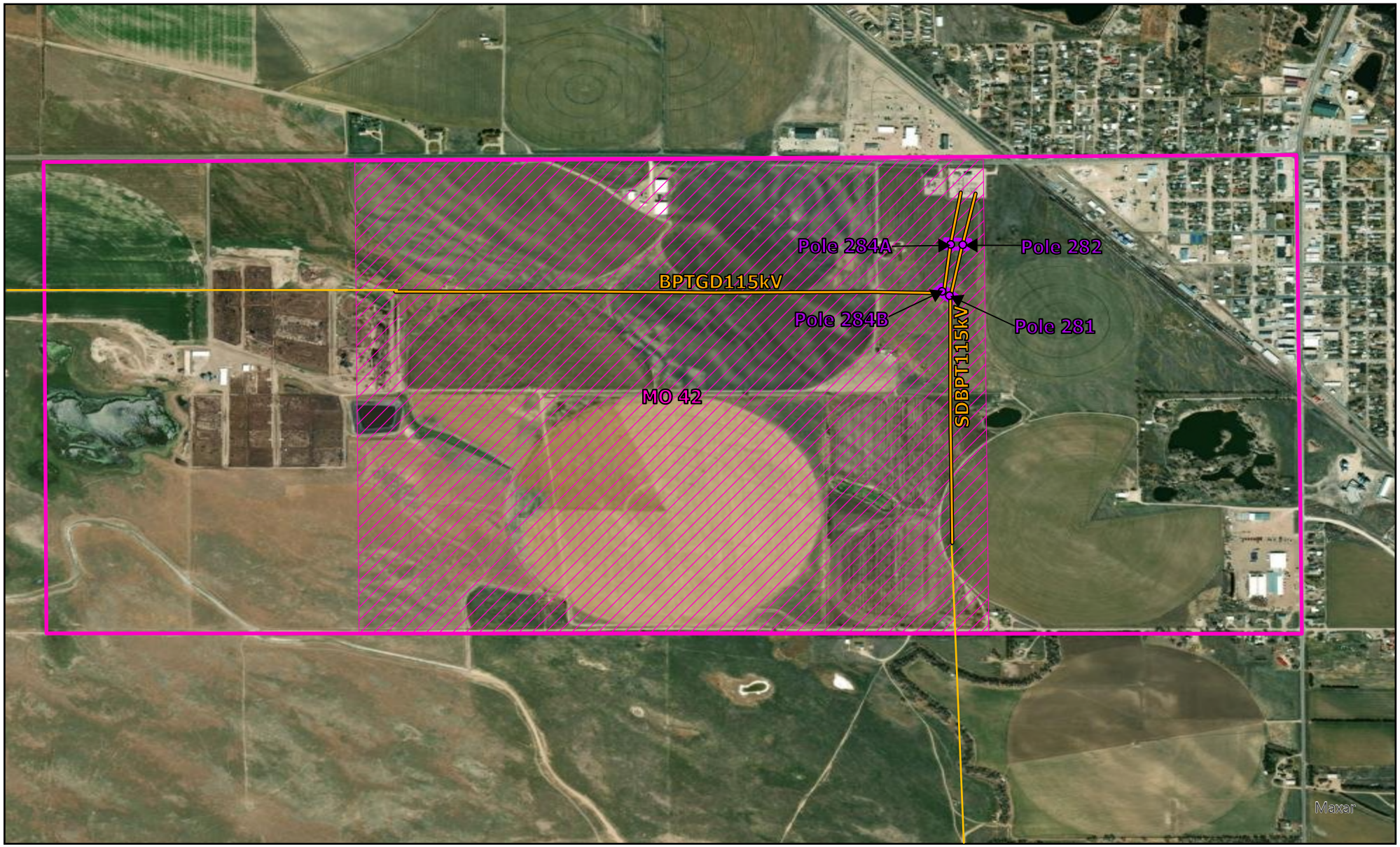
Section 31 & 32; T20N R50W
USGS 7.5' Bridgeport and Bridgeport NW Quadrangles
Morrill County, Nebraska

0 0.09 0.17 0.34 0.51 0.68 Miles

Scale: 1:18,000



Appendix B, Figure 6
NDOT CN51299, RRZ-TMT-26-1(161)
25MO42 Site Update Map

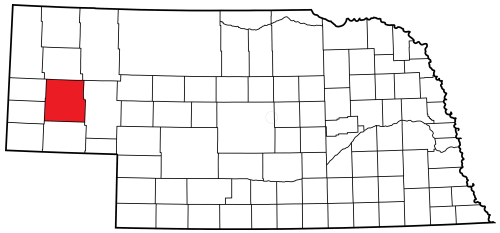


Expanded Archeological and Architectural APE
Transmission Lines
Transmission Poles
MO42
Original Site Boundary MO42

Section 31 & 32; T20N R50W
USGS 7.5' Bridgeport and Bridgeport NW Quadrangles
Morrill County, Nebraska

0 0.09 0.17 0.34 0.51 0.68 Miles

Scale: 1:18,000



From:	Ziska, Courtney
To:	Stupka, Stacy
Cc:	Paitz, Katie; Turner, Katie; Laffin, Diane
Subject:	RE: 51299_Bridgeport Viaduct - Supplemental Evaluation
Date:	Wednesday, May 12, 2021 9:35:05 AM
Attachments:	Enclosure 2 Archeology APE and Survey Map.pdf Enclosure 3 Koch (2007) Survey Documents.pdf

---

Stacy,

Based on the survey/APE map provided by Amy Koch in 2015 and her 2007 PSS form, I would agree that the previous archeological investigations remain appropriate and no additional archeological fieldwork or review is necessary.

Let me know if you need anything else regarding the archeological evaluation of this project. Diane will be sending her standing structures review separately.

Thanks,

Courtney Ziska
Archeologist

History NEBRASKA

5050 N 32nd Street
Lincoln, Nebraska 68504
402-471-3233
courtney.ziska@nebraska.gov | history.nebraska.gov

Preserving the Past. Building the Future

Appendix 3

Project Documentation

from

Section 106 Consultation

Completed in 2015

NEBRASKA

DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA DIVISION

100 Centennial Mall North
Room 220
Lincoln, NE 68508
(402)742-8460

May 27, 2015

Nebraska State Historic Preservation Office
Received
1 2015
NSHS

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
P.O. Box 82554
Lincoln, NE 68508

0801-024-01
HP# ~~1507-007-01~~
County MO
STR. X ARCHEO. X
Resp. ___ Date 7-1-15

Dear Mr. Puschendorf:

Project NH-26-1(161), CN 51299
BNSF RR at Bridgeport Viaduct Study
Morrill County
Cultural Resources Evaluation

Please review this report on historic resources for the subject project as required under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800.

An evaluation of the potential for cultural resources, both archeology and standing structures, is included below.

Project Description

The Federal Highway Administration (FHWA) and the Nebraska Department of Roads (NDOR) are exploring potential grade crossing improvements at the location where US Highway 26 (US-26) and Nebraska Highway 92 (N-92) cross the BNSF Railway railroad tracks in the City of Bridgeport, Morrill County, Nebraska. Two alternative alignments (Enclosure 1) are being studied: one would include constructing an overpass on approximately the same alignment as the existing highway, and one would include constructing an overpass south of the existing highway, passing south of two electric substations west of town, then reconnecting to the existing highway. Both alternatives would require reconstruction of approximately 3,800 feet of roadway, starting at approximately ½ mile west of the existing crossing and ending just east of J Street.

Archeology

The *direct* area of potential effects (APE) for considering archeological resources for this viaduct project includes all study alternative areas described above and the roadway to be improved at the location where US-26 and N-92 cross the BNSF Railway railroad tracks. Any effects of project activities extending beyond the direct APE would be temporary and the potential impact on historic properties, if any, negligible. Definition of a broader *indirect* APE for secondary or cumulative impacts is not required in this instance. This APE was chosen to adequately identify

any historic properties which may be potentially impacted by the project as planned (see Enclosure 2).
An intensive archeological survey of the proposed project APE was completed by Nebraska State Historical Society (NSHS) archeologist, Amy Koch in June of 2007. The APE evaluated at that time includes the alternates currently under consideration. Results were negative for archeological sites (Enclosure 3).

Based upon the results of Koch's (2007) survey, no further archeological evaluation is recommended. The project would have no effect to archeological historic properties.

Standing Structures
The *direct* APE for considering structural and architectural resources for this viaduct project includes all study alternative areas described above, the roadway to be improved at the location where US-26 and N-92 cross the BNSF Railway railroad tracks, as well as areas extending outward for approximately ¼-mile from Alternatives 1, and 2. The *indirect* APE extends approximately ½-mile from Alternatives 1, and 2, ensuring comprehensive review of standing structures for all Alternatives (Enclosure 4).

Properties were investigated through Nebraska State Historic Preservation Office (NESHPO) inventory and site files, *Nebraska Historic Buildings Survey Reconnaissance Survey Final Report of Morrill County, Nebraska* (1990), books, journal and newspaper articles researched online and in the NSHS Library, and, Google Maps. In addition, primary research was conducted at the Morrill County Register of Deeds and Tax Assessor's Office. An onsite survey was conducted by Megan Akerstrom and Diane Laffin, Preservation Associates, in December 2013.

During the field reconnaissance, 179 properties were identified within the direct and indirect APE that met the 50-year threshold. Of the 179 properties, 52 properties met survey requirements. The remaining 121 properties that fall within the 50-year guideline of NESHPO consideration, but are otherwise unable to meet the above criteria for survey, are listed in Appendix 1 of Enclosure 5. The location of each property in relation to the APE is depicted in Enclosure 4.

One of the surveyed properties, the Morrill County Courthouse (MO04-002), is listed on the National Register of Historic Places (NRHP) under Criteria A and C. This property is not located in the APE for *direct* effects but does fall within the APE for *indirect* (visual) effects. Due to distance, intervening vegetation, and residential neighborhoods that already obstruct the view of the railroad, construction of the alternatives proposed by the Bridgeport Viaduct Study would have no affect on those characteristics which qualify this historic property for inclusion in the NRHP.

Only one surveyed structure was recommended eligible for the NRHP. The Irrigation Headquarters Building (MO04-077), is recommended eligible for listing on the NRHP under Criteria A and C. This historic property is not located in the APE for *direct* effects but does fall within the APE for *indirect* (visual) effects. Due to distance, intervening vegetation and residential neighborhoods that already obstruct the view of the railroad, construction of the alternatives proposed by the Bridgeport Viaduct Study would have no affect on those characteristics which qualify this historic property for inclusion in the NRHP.

There are four potential acquisitions located within the APE (Enclosure 6). These properties do not meet NESHPO survey guidelines and were not included in the cultural resources report prepared by the Nebraska Highway Archeology Program architectural historians, though they are within the APE considered for this project.

These four resources were reviewed using Google Earth images as well as through images and information obtained through the Morrill and Box Butte County assessor's websites. Each property was evaluated using guidelines established by the National Park Service (NPS) in the National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. These properties do not meet the guidelines established by the NPS for inclusion on the NRHP and are not recommended NRHP-eligible (Enclosure 6).

There were no previously identified, listed or eligible historic districts or bridges located within the APE. It is recommended that there would be no effect to historic properties by the project as proposed.

Recommended Effects

The FHWA respectfully requests NESHPO concurrence with the above eligibility recommendations.

The proposed undertaking would not affect historic properties and the FHWA recommends a finding of "no historic properties affected" and respectfully requests NESHPO concurrence with this recommendation.

If you have any questions regarding this information, do not hesitate to contact me at your earliest convenience.

Sincerely yours,

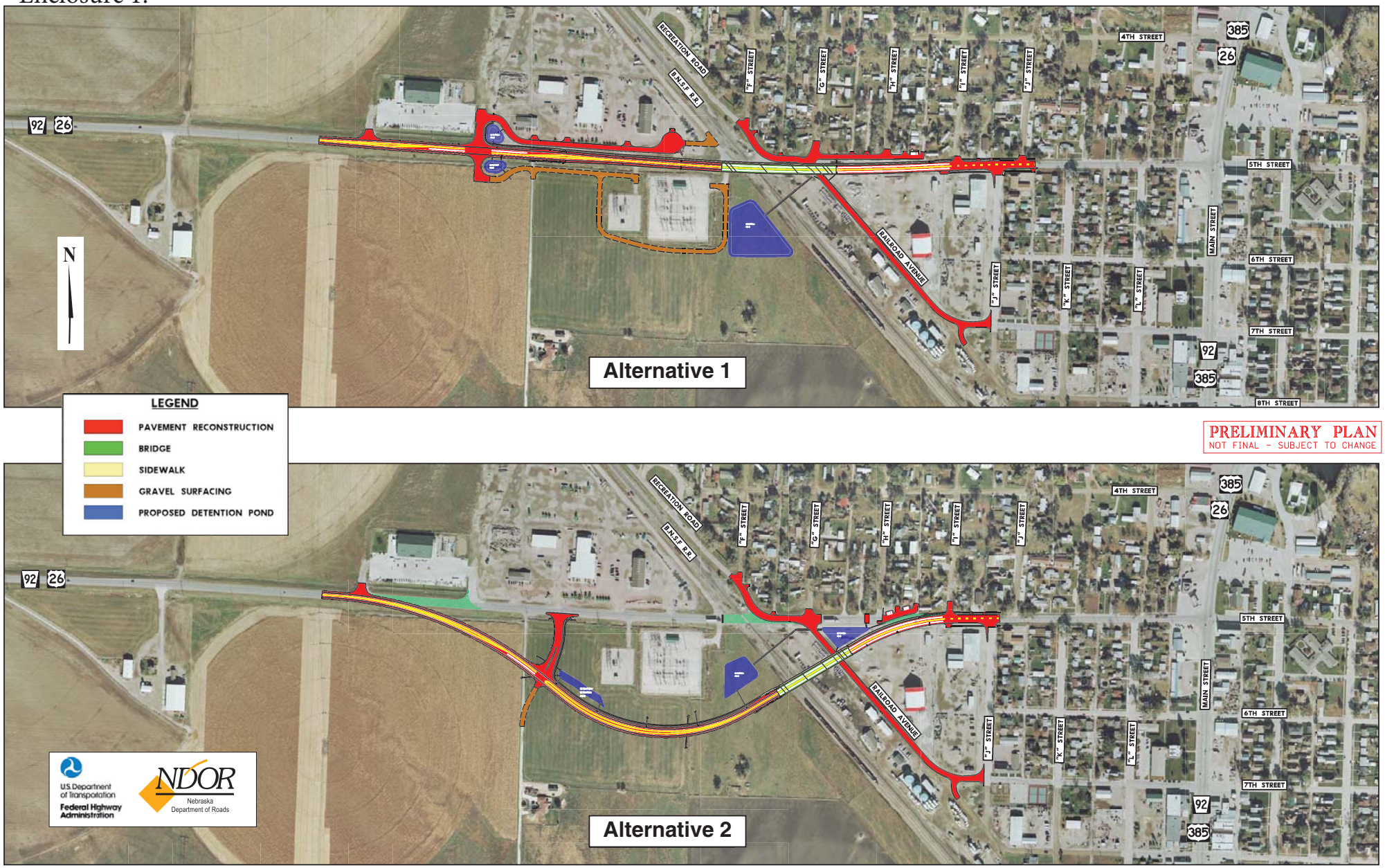
Scott H. Stapp
Environmental Protection Specialist

CONCUR:

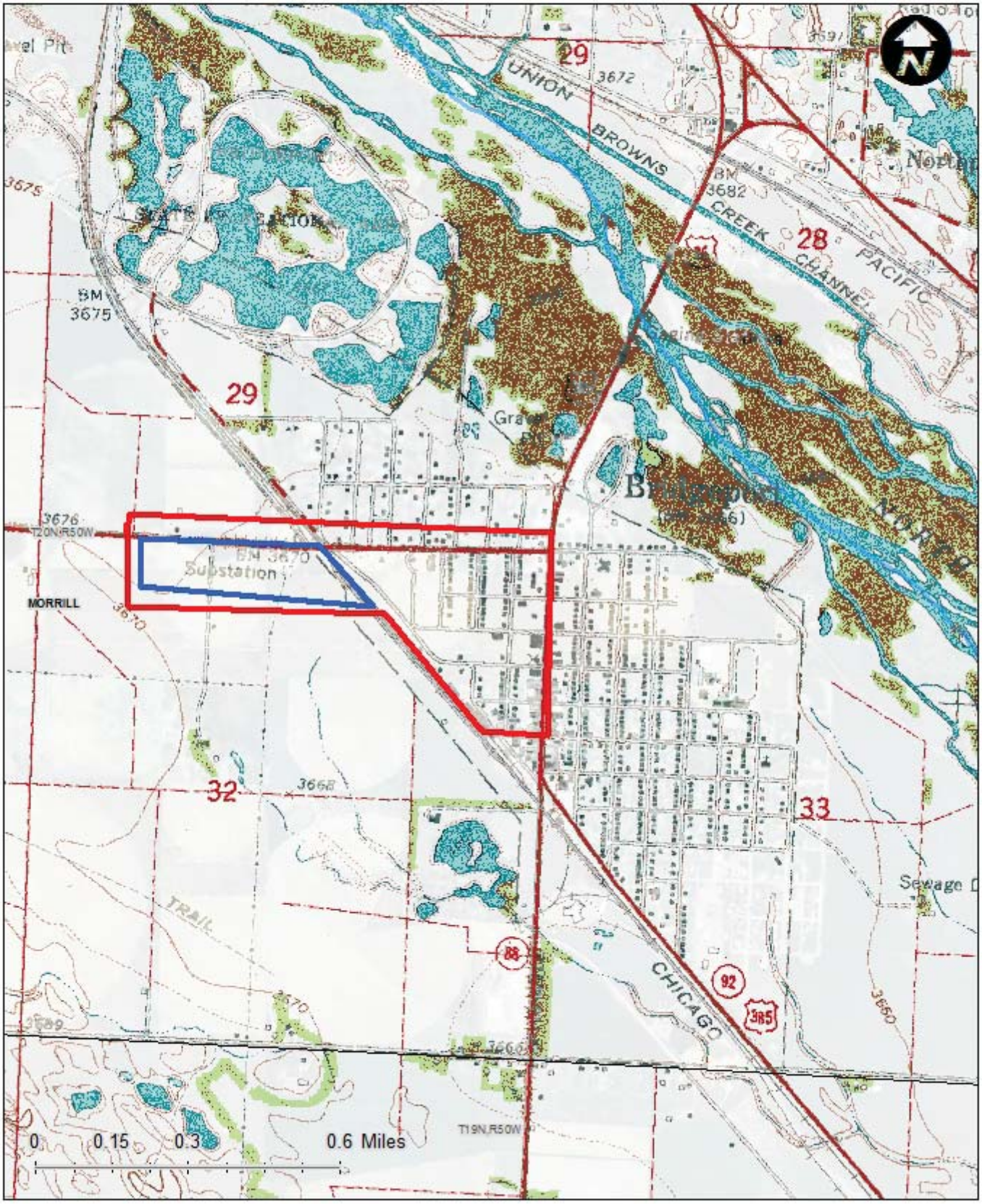
L. Robert Puschendorf, Deputy State Historic Preservation Officer

6 July 2015
Date

Enclosure 1.


Alternative 1
Alternative 2
LEGEND
PAVEMENT RECONSTRUCTION
BRIDGE
SIDEWALK
GRAVEL SURFACING
PROPOSED DETENTION POND
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE
N
RECREATION ROAD
BNSF RR
"F" STREET
"G" STREET
"H" STREET
"I" STREET
"J" STREET
4TH STREET
5TH STREET
6TH STREET
7TH STREET
8TH STREET
MAIN STREET
RAILROAD AVENUE
"K" STREET
"L" STREET
92
26
385
U.S. Department of Transportation
Federal Highway Administration
NDOR
Nebraska Department of Roads

NH-26-1(161) CN 51299 APE (in red).
Area Surveyed by Koch (2007) in blue.
U.S.G.S. 7.5 Minute Topographic Maps titled Bridgeport and Bridgeport NW, Nebr.



08-0055

Highway Archeology Program
Project Survey Summary

Project Number: NH-26-1(161) **Project Name:** BNSF RR at Bridgeport Viaduct Study

County: Morrill **Nearest Water:** North Platte River

Legal Description: Portions of Sections 31, 32 and 33, T20N R50W west and within Bridgeport, Nebraska

Maps Used: U.S.G.S. 7.5 Minute Topographic Maps entitled Bridgeport, Bridgeport NW., Nebr. and Project Aerial

Project Character: Viaduct study with two alternates **Project Length/Area:** ~1.0M/12.A each alternate

Date(s) of Archeological Survey: June 27, 2007 **Survey Length/Area:** ~1.0M/12.0A

Name(s) of Survey Personnel: Amy Koch

Person-Hours of Fieldwork: 1.0

Ground Cover (% - Visibility): Visibility for surveyed Alternate 2 was 35% in cultivated fields and pasture.

Survey Interval/Provisions: Proposed Alternate 2 was pedestrian surveyed in zig-zag transects 10 meters apart. Irrigation ditches and animal burrows were also closely examined.

Rationale for Nonsurveyed Area(s): Proposed Alternate 1 will use existing alignment and involves standing structures and developed areas within the town of Bridgeport.

Result of Survey:

X **No Cultural Resources Discovered**

___ **Site(s) Discovered** **[Number(s)** _____ **]**

___ **Other (explain)** _____

Project Effect on Archeological/Other Properties Potentially Eligible for the *National Register of Historic Places*:

X **None**

___ **Other (explain)** _____

Are Further Cultural Resources Investigations Warranted? ___ **Yes** X **No**

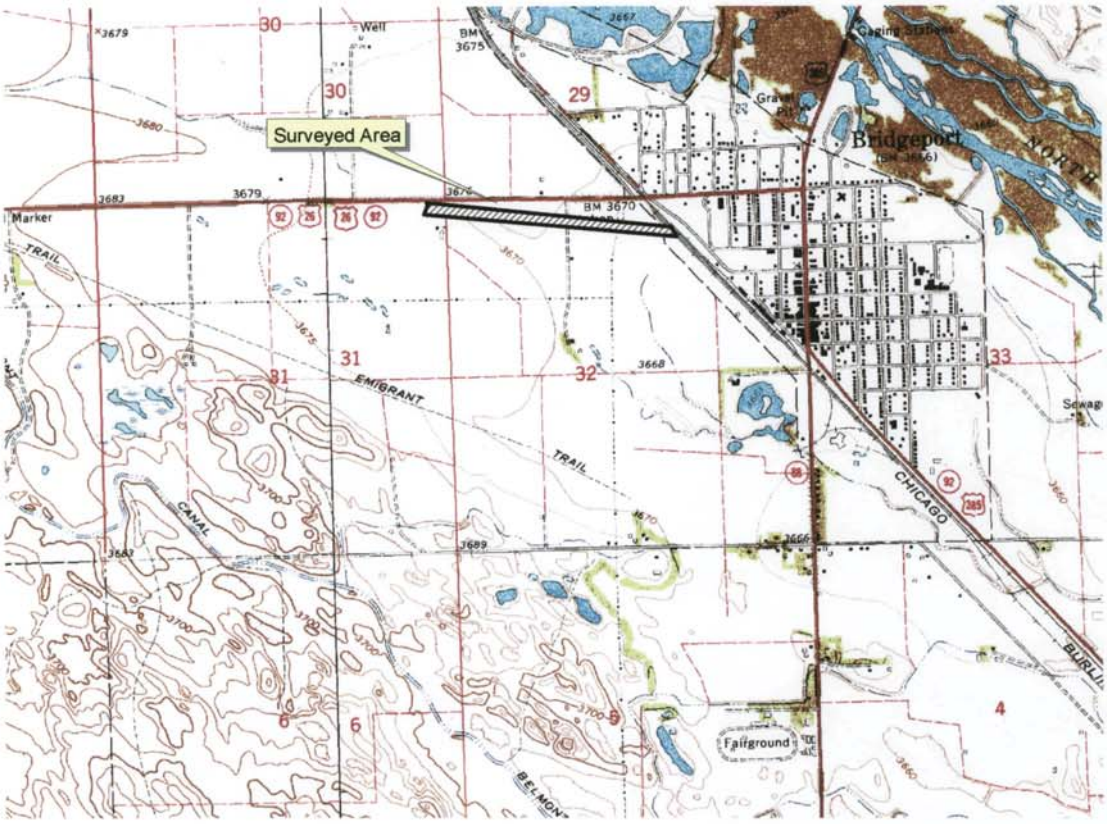
Stipulations/Exceptions to Survey Results: Evaluate Buried Cultural Remains if Encountered (Nebraska Department of Roads Standard Specifications 107.10)

Comments: 25MO42 is a previously recorded (1933) prehistoric site only identified to be generally within Sections 31 and 32, T20N, R50W. No evidence for cultural remains were noted in surveyed portions of Alternate 2. G.L.O. maps indicate the Oregon Trail passed through Sections 31 and 32, but are not within the project APE.

Prepared By: Amy Koch AK **Date:** June 27, 2007

NSHS Archeology Division Form Revised July 1999

NH-26-1(161)
BNSF RR at Bridgeport Viaduct Study



0.7 0 0.7 1.4 Miles

U.S.G.S. 7.5 Minute Topographic Maps
entitled Bridgeport and Bridgeport NW, Nebr.

SECTION 106 STANDING STRUCTION COMPLIANCE REPORT
APE MAPS

Megan Akerstrom and Diane Laffin, Preservation Associates
Highway Archeology Division
Nebraska State Historical Society

Project Name: Bridgeport Viaduct
Project Number: NH-26-1(161)
Control Number: 51299
Morrill County, Nebraska

=APE (Direct) =APE (Visual)
=Property Boundary
=Properties Surveyed =Properties Not Surveyed

Main Overview Map

Detail 1

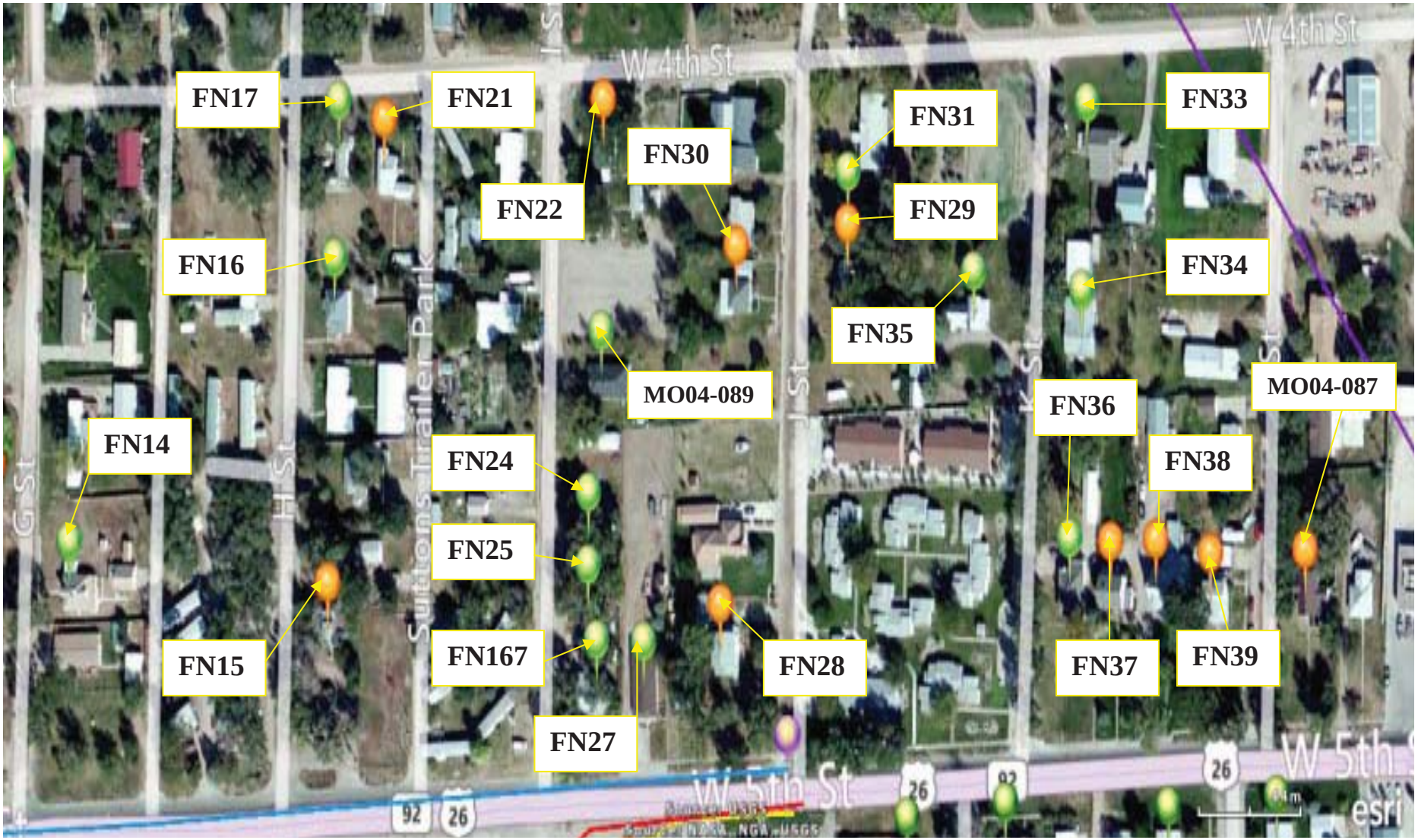
FN2
FN4
FN3
FN5
FN6
FN7
FN10
W 3rd St
W 3rd St
Recreation Rd
E St
G St
W 4th St

Detail 2

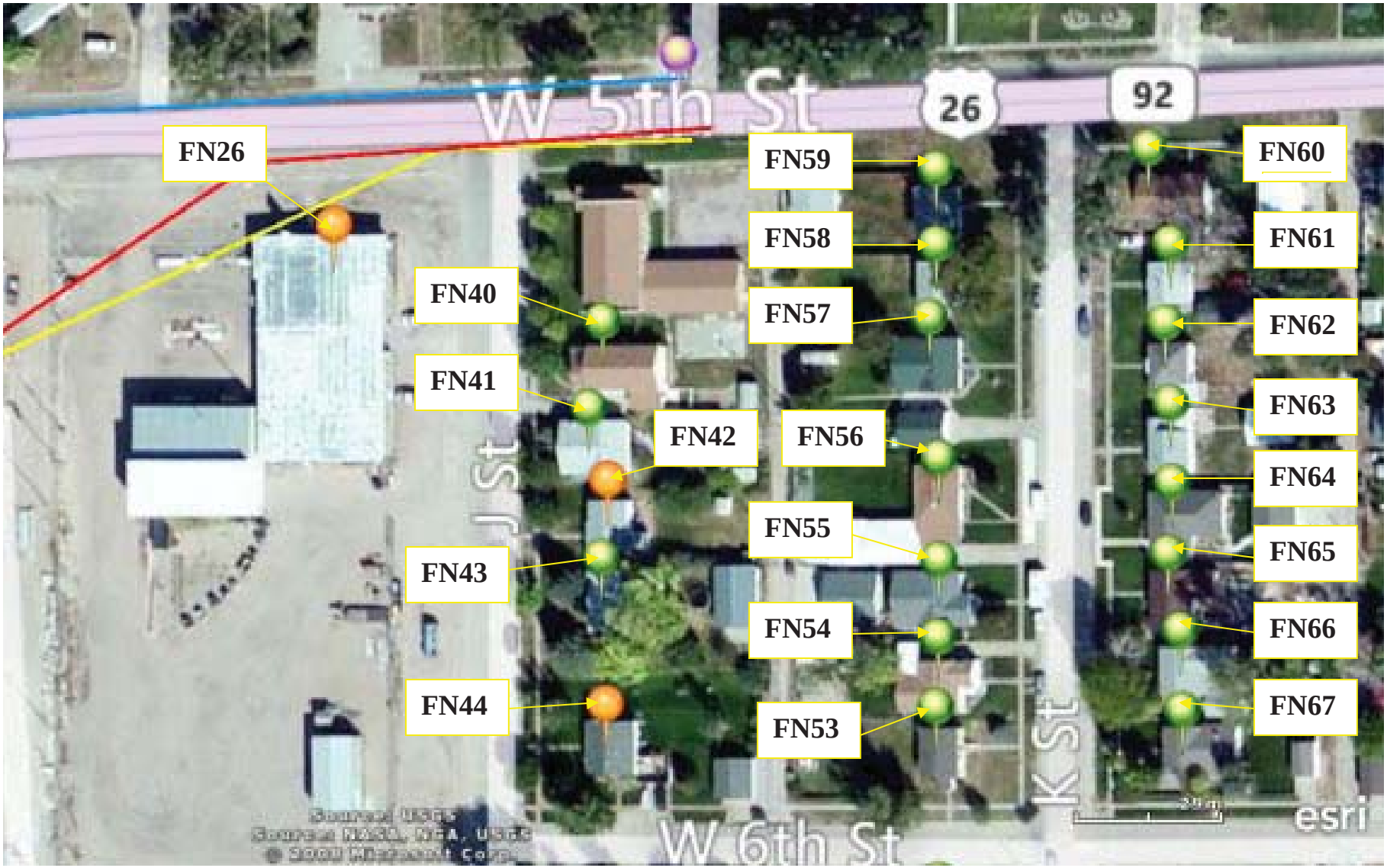
W 4th St
FN11
FN8
E St
FN9
FN12
Recreation Rd
FN13
G St
FN14
F St
H St
W 5th St
92
26
esri

Detail 3

Detail 4


FN17
FN21
FN22
FN30
FN31
FN33
FN29
FN16
FN34
FN35
MO04-089
MO04-087
FN36
FN14
FN24
FN38
FN25
FN15
FN167
FN28
FN37
FN39
FN27
W 4th St
W 5th St
G St
H St
I St
J St
Sutton's Trailer Park
92
26
esri

Detail 5


W 5th St
26
92
FN26
FN59
FN60
FN58
FN61
FN40
FN57
FN62
FN41
FN63
FN42
FN56
FN64
J St
FN55
FN65
FN43
FN54
FN66
FN44
FN53
FN67
K St
W 6th St
esri

Detail 6

W 6th St
FN45
FN46
FN52
FN51
FN50
FN49
FN48
FN47
FN68
FN69
FN70
FN71
FN72
J St
W 7th St
W Railr
29m
esri

Detail 7

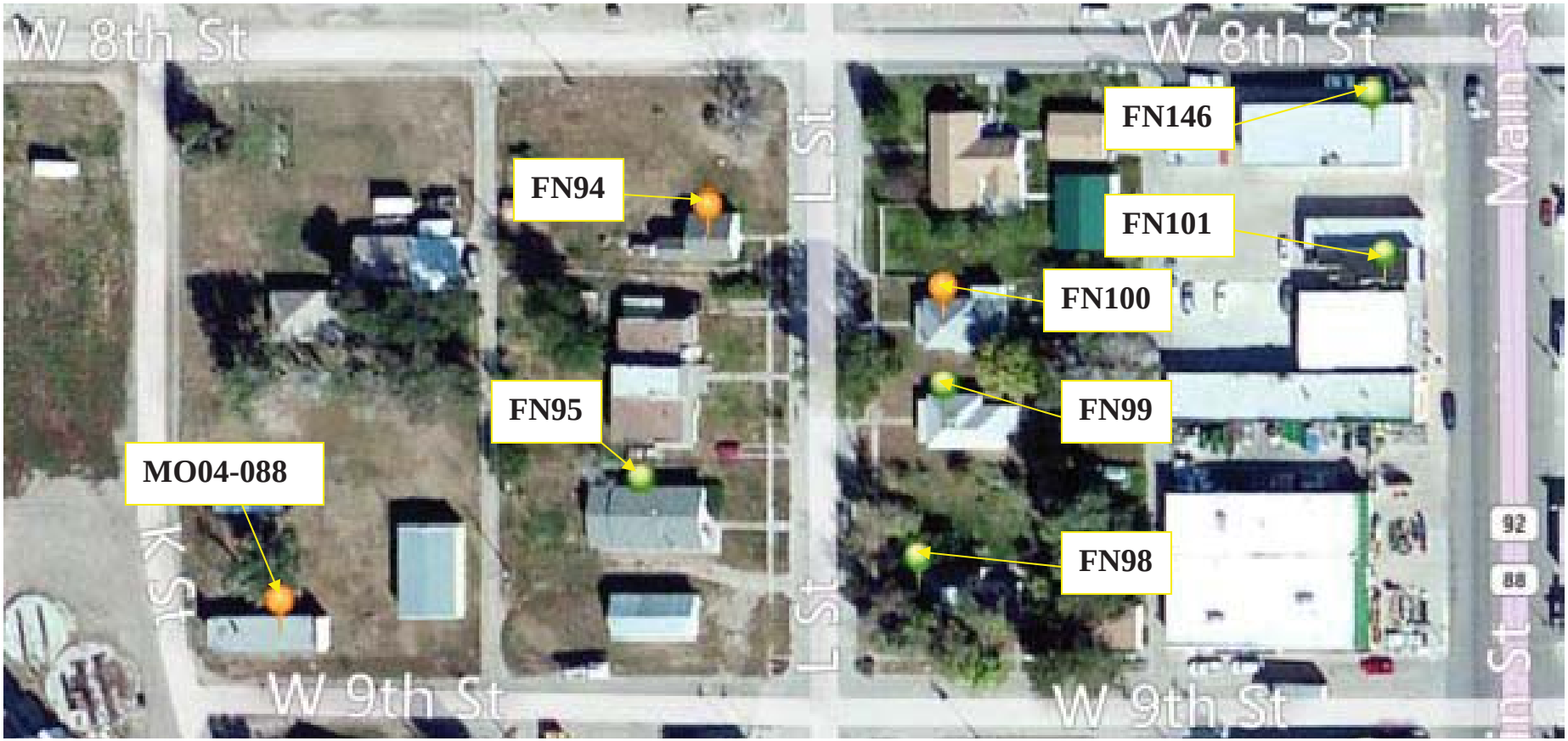
FN84
FN83
FN82
FN81
FN80
FN79
FN78
FN77
FN85
FN86
FN87
FN88
FN89
FN90
FN91
L St
Main St
W 5th St
W 6th St
26
92
385
68

Detail 8

W 6th St
FN76
FN75
FN74
FN73
MO04-002
92
88
385
92
88
385
7th St
W 7th St

Detail 9

Detail 10


W 8th St
W 8th St
FN146
FN94
L St
FN101
FN100
FN95
FN99
MO04-088
K St
FN98
L St
W 9th St
W 9th St
Main St
92
88

Detail 11

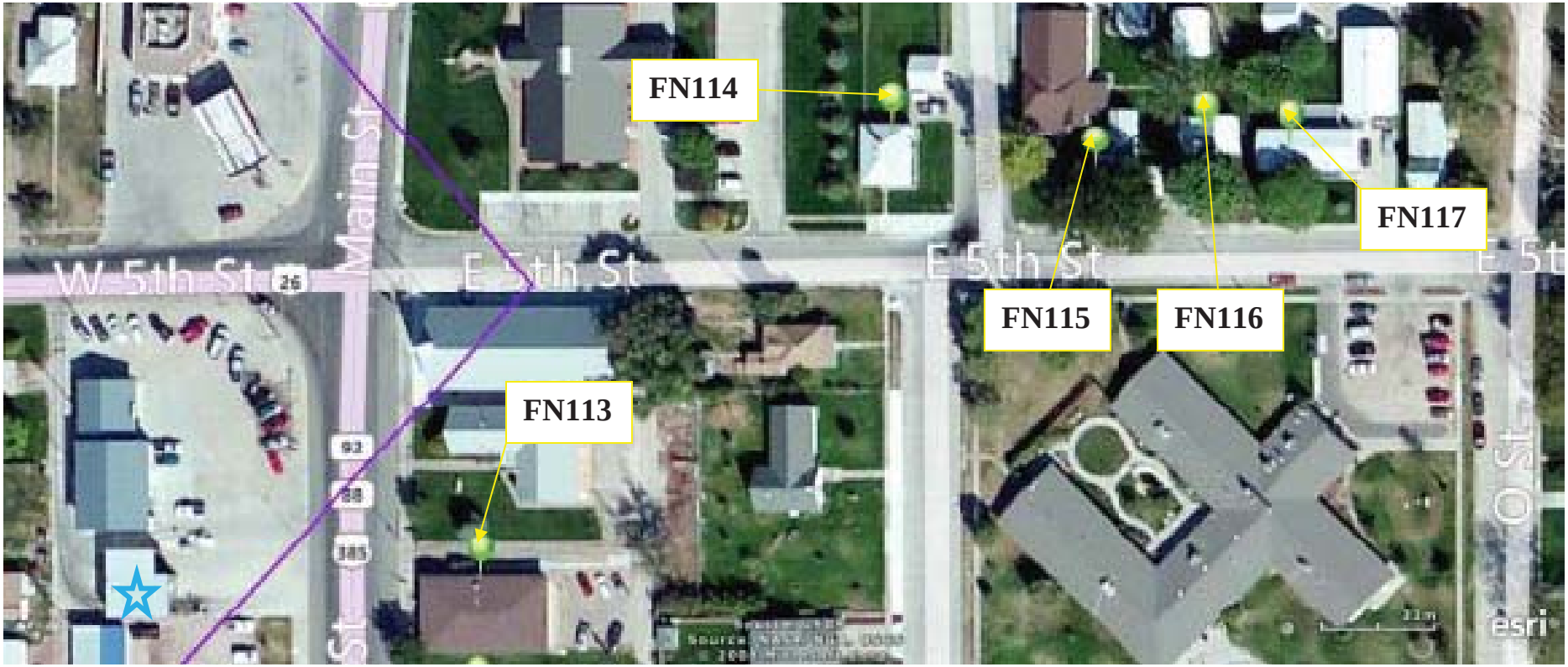
☆=MO04-085 NO LONGER EXTANT

Detail 12

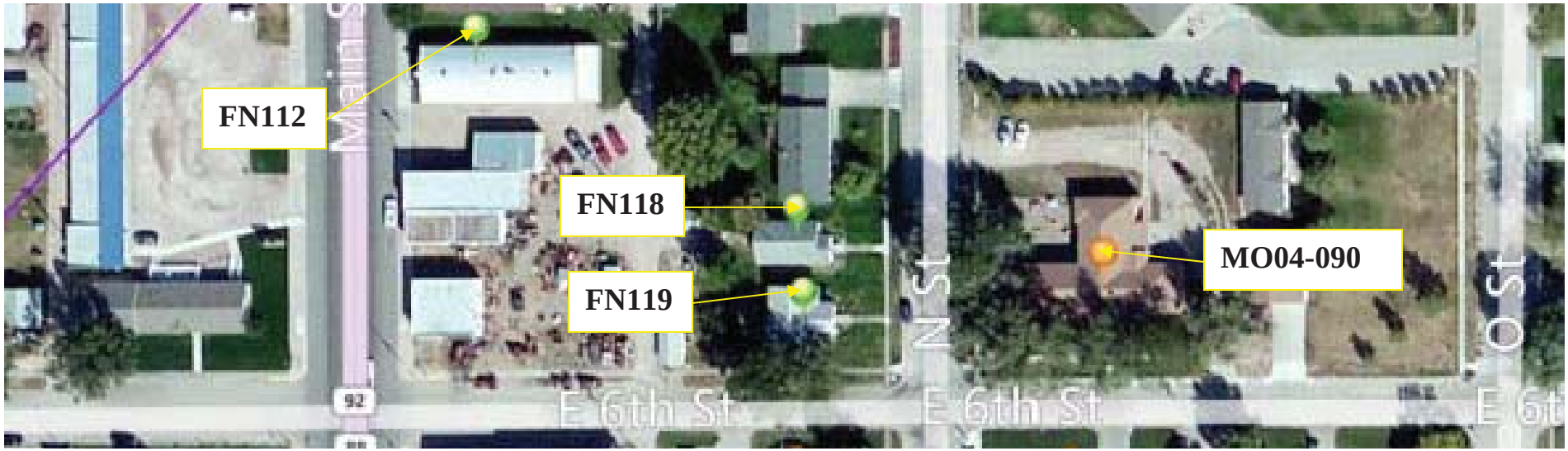
=MO04-075 NO LONGER EXTANT

Detail 13

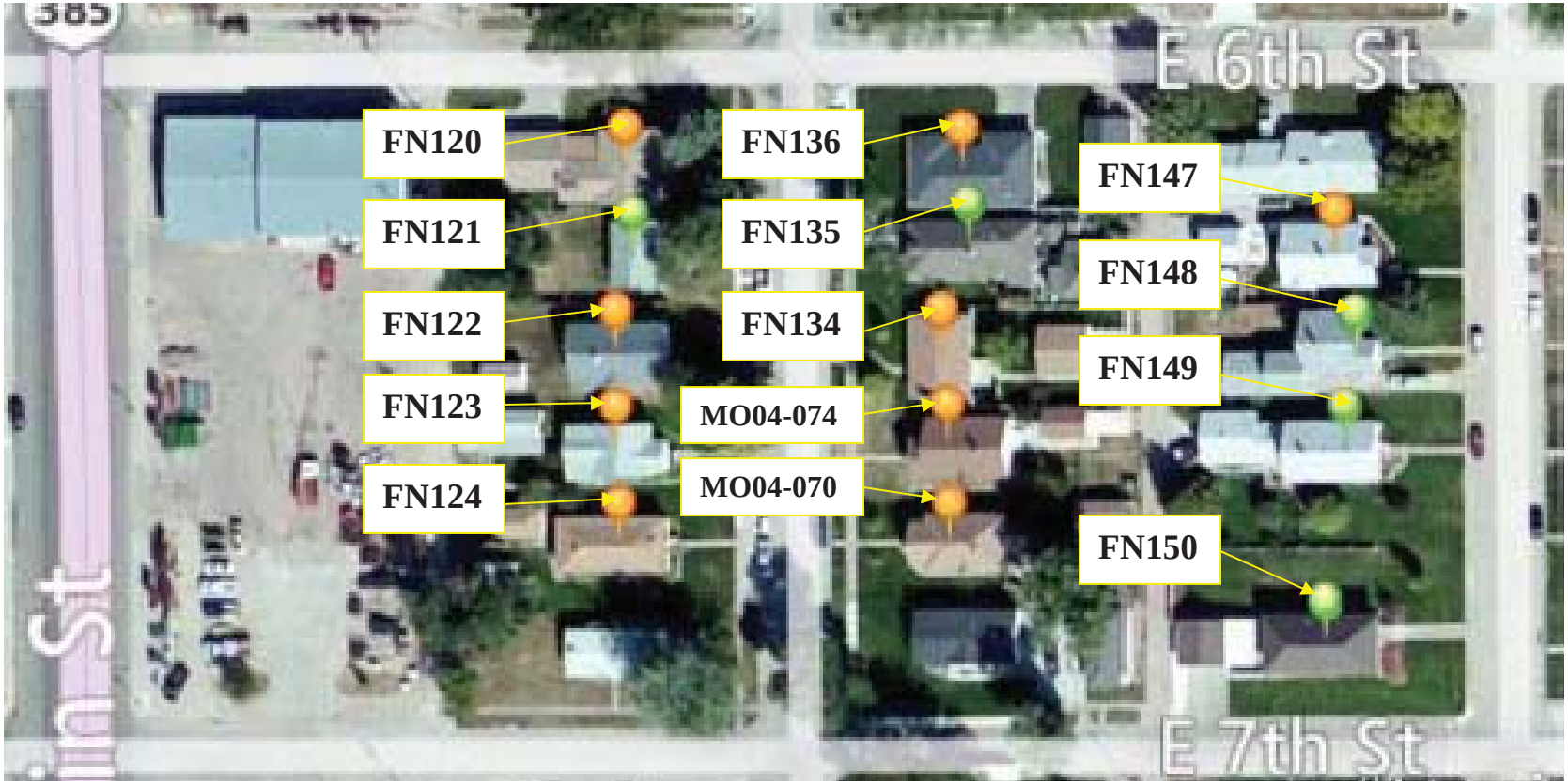
☆ = MO04-076 NO LONGER EXTANT



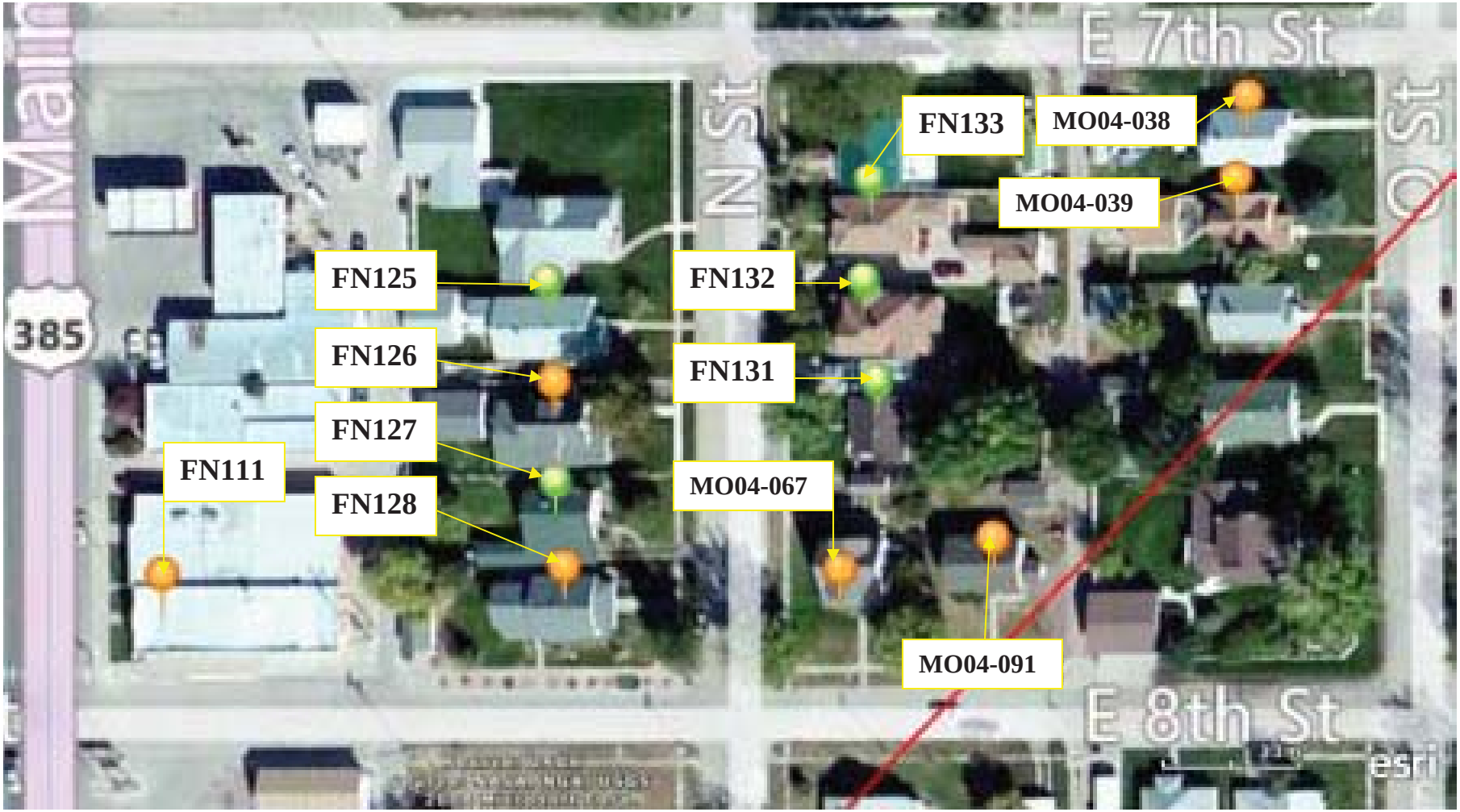
Detail 14



Detail 15

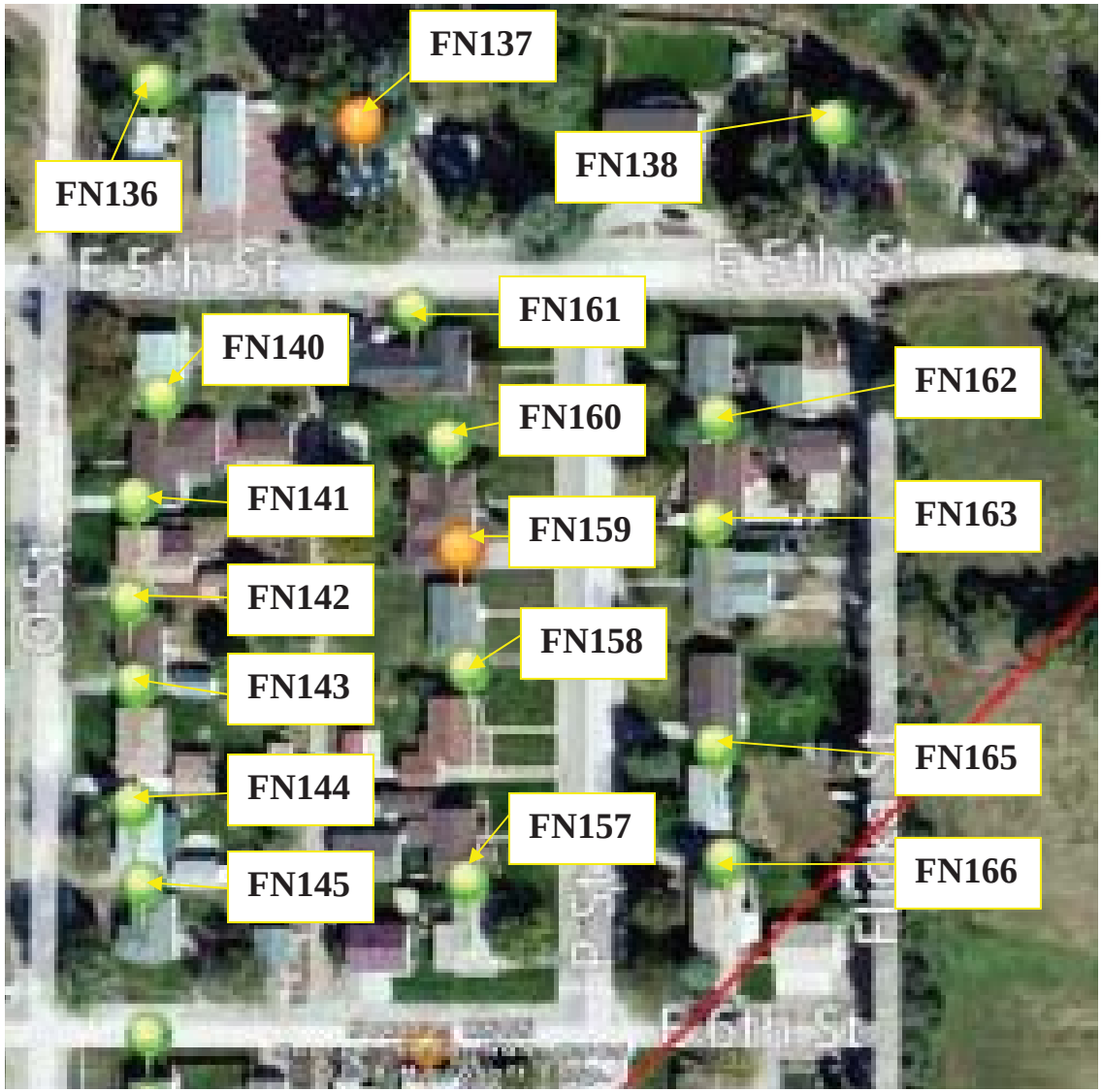

E 6th St
E 7th St
FN120
FN121
FN122
FN123
FN124
FN136
FN135
FN134
MO04-074
MO04-070
FN147
FN148
FN149
FN150

Detail 16

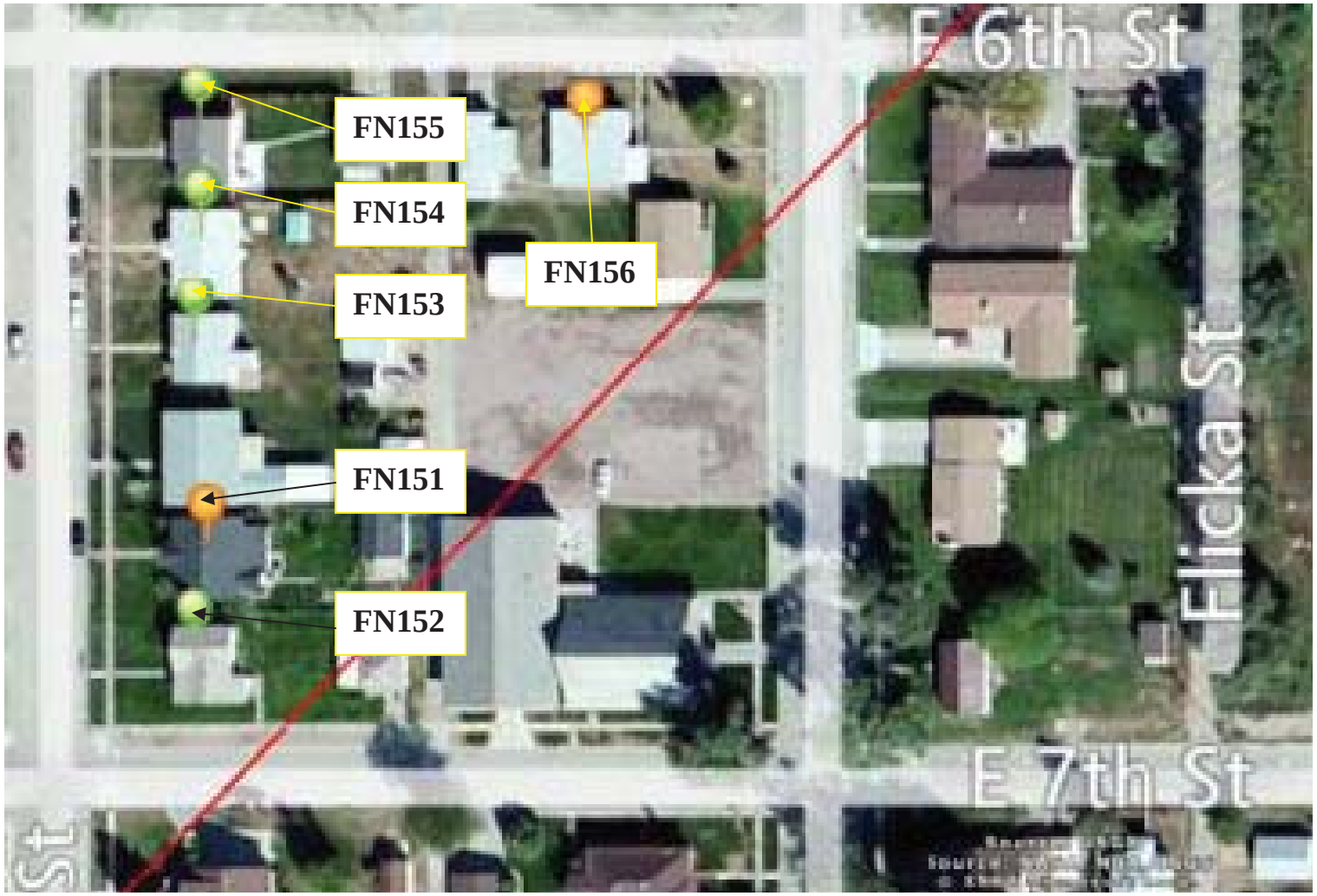

E 7th St
E 8th St
Main
N St
O St
385
FN133
MO04-038
MO04-039
FN125
FN132
FN126
FN131
FN127
FN111
FN128
MO04-067
MO04-091
esri

Detail 17

Detail 18


FN137
FN138
FN136
FN161
FN140
FN162
FN160
FN141
FN159
FN163
FN142
FN158
FN143
FN165
FN144
FN157
FN145
FN166

Detail 19


FN155
FN154
FN156
FN153
FN151
FN152
E 6th St
Flicka St
E 7th St

STANDING STRUCTURES SECTION 106 COMPLIANCE REPORT

Megan Akerstrom and Diane Laffin, Preservation Associates
Nebraska Highway Archeology Program
December 2013

Project Name: BNSF RR at Bridgeport Viaduct Study
Project No.: NH-26-1(161)
Control No.: 51299
Morrill County, Nebraska

PROJECT DESCRIPTION

The Bridgeport Viaduct Study's scope is to replace the existing Burlington Northern Santa Fe (BNSF) at-grade crossing on US-26 in Bridgeport with a viaduct. Four alternatives are being studied: Alternative A uses the existing alignment; Alternative 2 veers to the south to avoid impacts to an electrical substation; Alternative 2A also veers to the south to avoid impacts to an electrical substation but is slightly wider; No Build. Alternatives 1, 2 and 2A will require reconstructing approximately 1200 feet of roadway east and west of the existing crossing. In addition, the Federal Highway Administration (FHWA) and the Nebraska Department of Roads (NDOR) are proposing improvements at the location where US Highway 26 (US-26) and Nebraska Highway 92 (N-92) cross the BNSF Railway Company railroad tracks in the City of Bridgeport, Morrill County, Nebraska.

AREA OF POTENTIAL EFFECTS

The *direct* Area of Potential Effects (APE) for considering structural and architectural resources for this viaduct project includes all study alternative areas described above, the roadway to be improved at the location where US-26 and N-92 cross the BNSF Railway Company railroad tracks, as well as areas extending outward for approximately ¼-mile from Alternatives 1, 2 and 2A. The *indirect* APE extends approximately ½-mile from Alternatives 1, 2 and 2A, ensuring comprehensive review of standing structures for all Alternatives (1, 2, 2A, No Build). Enclosure 4.

This area was surveyed on December 9 and 10, 2013. The mostly rural roadway consists of two 12-foot-wide asphalt lanes and 6-foot-wide turf shoulders that cuts through a developing area west of the BNSF railroad tracks. A more developed urban area of mixed prefabricated mobile homes, single-family homes, civic buildings, and small commercial enterprises are located east of the BNSF railroad tracks. Farms with open agricultural fields are located at the west and southern end of the project. A large percentage of the buildings within the APE are properties that were built over 50 years ago. Almost all are greatly-altered vernacular forms with only a few retaining some original materials from the construction date. (Morrill County Register of Deeds; Morrill County Tax Assessor Records).

METHODOLOGY

Properties were investigated through Nebraska State Historic Preservation Office (NeSHPO) inventory and site files, *Nebraska Historic Buildings Survey Reconnaissance Survey Final Report of Morrill County, Nebraska* (1990), books, journal and newspaper articles researched online and in the NeSHS Library, and, Google Maps. In addition, primary research was conducted at the Morrill County Register of Deeds and Tax Assessor's Office. An onsite survey was conducted by Megan Akerstrom and Diane Laffin, Preservation Associates, in December 2013.

The field reconnaissance identified properties only if they met the NeSHPO Historic Resources Survey Manual criteria for survey (2010, pp 9-12) and were evaluated and incorporated into this investigation. Each identified property was evaluated according to the guidelines outlined, set forth, and described in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*.[1] Properties that met the survey criteria for evaluation were photographed and/or their location information recorded on field survey forms. The criteria include, but are not limited to, properties that are:

- 50 years old or older, and
- In the original location, and
- Possess the potential for integrity, historic association, and historic architectural qualities.

HISTORIC CONTEXT

Settlers first moved through the area that would become Bridgeport in 1876. The town is associated with many historic trails of the West, including the Oregon, California, Mormon, Pony Express, and Sidney-Black Hills Trails. Henry T. Clarke's bridge shuttled freight from Sidney and gold from the mines for nearly a decade. Once the railroads extended operations into the North Platte Valley and established a depot in Bridgeport, settlement in the area accelerated. Irrigation projects in the early 1900s promoted agricultural development. Bridgeport became the seat of newly-designated Morrill County in 1908 and has built a sustainable economy based on agriculture, railroads, and government services.[2]

RESULTS

The following narrative descriptions and tables provide an inventory of the properties surveyed within the project. 179 properties were identified within the APE that met the 50-year threshold. Of the 179 properties, 52 properties met survey requirements. The remaining 121 properties that fall within the 50 year guideline of NeSHPO consideration, but are otherwise unable to meet the above criteria for survey, are listed in Appendix 1. The location of each property in relation to the APE is depicted in Enclosure 4.

---

[1] U.S. Department of the Interior. National Park Service, National Register of Historic Places Bulletin No. 15, *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. United States Government Printing Office, 1990, Revised for internet 2002), passim. http://www.nps.gov/history/nr/publications/bulletins/nrb15/.

[2] John Kay, Save America's Heritage, *Nebraska Historic Buildings Survey Reconnaissance Survey Final Report of Morrill County, Nebraska* (Lincoln, Nebraska, March 1990), 10-11. http://www.casde.unl.edu/history/counties/morrill/bridgeport/. Accessed January 15, 2015.

One of the surveyed properties, the Morrill County Courthouse (MO04-002), is listed on the NRHP. Another property, the Irrigation Headquarters Building (MO04-077), is recommended eligible for listing to the NRHP. There were eleven other previously recorded properties within the APE (MO04-087, MO04-088, MO04- 084, MO04-086, MO04-067, MO04-091, MO04-070, MO04-074, MO04-090, MO04-038, MO04-039). These properties were re-surveyed and recommended ineligible for listing to the NRHP. There were no previously identified, listed or eligible historic districts or bridges located within the APE.

Previously Surveyed Properties

During the field reconnaissance, 179 properties were identified within the APE that met the 50-year threshold. Of the 179 properties, 52 properties were surveyed. 13 properties, out of the 52, had been previously surveyed in 1990.[3] One property, the Morrill County Courthouse (MO04-002), is listed on the National Register of Historic Places. A second property, the Irrigation Headquarters Building (MO04-077), was recommended eligible in 1990, and continues to be recommended eligible for listing on the NRHP. A third property, a house located at 618 N St (MO04-070) was recommended NRHP-eligible, but no longer is due to diminished integrity. The remaining ten previously- surveyed properties within the APE (MO04-087, MO04-088, MO04-084, MO04-086, MO04-067, MO04-091, MO04-074, MO04-090, MO04-038, MO04-039) were recommended NRHP-ineligible during the 1990 county survey.[4] These properties, listed in the table below, were re-surveyed and re-evaluated and they continue to remain recommended ineligible for listing to the NRHP.

Current Survey Results

39 new properties that fall within the 50 year guideline of NeSHPO consideration were surveyed and evaluated using National Register of Historic Places criteria. All of the newly surveyed properties are recommended ineligible for listing due to diminished integrity or a lack of historic significance. The results are listed in the Table 1 provided below.

Table 1-Surveyed Properties

Indentifying Number	Resource Type, Property Address	Previously Surveyed / New Survey	NRHP Eligibility Recommendation
FN4	House, 815?? W 3RD ST	New (2013)	Not Eligible
FN13	House, 413 G ST	New (2013)	Not Eligible
FN15	House, ??? H ST	New (2013)	Not Eligible
FN19	House, 317 H ST	New (2013)	Not Eligible
FN21	House, 509 W 4TH ST	New (2013)	Not Eligible
FN22	House, 413 W 4TH ST	New (2013)	Not Eligible
FN26	Riverside Lumber, 405 W 5TH ST	New (2013)	Not Eligible
FN28	House, 402 W 5TH ST	New (2013)	Not Eligible

[3] John Kay, Save America's Heritage, *Nebraska Historic Buildings Survey Reconnaissance Survey Final Report of Morrill County, Nebraska* (Lincoln, Nebraska, March 1990), 70, 113.

[4] U.S. Department of the Interior. National Park Service, National Register of Historic Places Bulletin No. 15, *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. United States Government Printing Office, 1990, Revised for internet 2002), passim. http://www.nps.gov/history/nr/publications/bulletins/nrb15/.

Indentifying Number	Resource Type, Property Address	Previously Surveyed / New Survey	NRHP Eligibility Recommendation
FN29	House, 405?? J ST	New (2013)	Not Eligible
FN30	House, 409 J ST	New (2013)	Not Eligible
FN37	House, 210 W 5TH ST	New (2013)	Not Eligible
FN38	House, 206 W 5TH ST	New (2013)	Not Eligible
FN39	House, 202 W 5TH ST	New (2013)	Not Eligible
MO04-087	House, 114 W 5TH ST	Previous (1990)	Not Eligible
FN42	House, 516 J ST	New (2013)	Not Eligible
FN44	House, 528 J ST	New (2013)	Not Eligible
FN74	House, 611 L ST	New (2013)	Not Eligible
FN82	House, 509 L ST	New (2013)	Not Eligible
MO04-002	Morrill County Courthouse, 6th & Main ST	Previous (1990)	Listed on National Register
MO04-088	Commercial Bldg, 822 K ST	Previous (1990)	Not Eligible
FN93	City Water Dept No.3 NWC L ST & W 8TH	New (2013)	Not Eligible
FN94	House, 805 L ST	New (2013)	Not Eligible
FN97	H.H. Willis Bldg, NEC Railroad & W 10th	New (2013)	Not Eligible
MO04-084	Utility Bldg, 914 L ST	Previous (1990)	Not Eligible
MO04-086	House, 910 L ST	Previous (1990)	Not Eligible
FN100	House, 810 L ST	New (2013)	Not Eligible
MO04-077	Irrigation HQ Bldg, 723 MAIN ST	Previous (1990)	Eligible
FN104	Commercial Bldg, 909 MAIN ST	New (2013)	Not Eligible
FN105	Commercial Bldg, 915 MAIN ST	New (2013)	Not Eligible
FN110	Service Station, 802 MAIN ST	New (2013)	Not Eligible
FN111	Fire Dept, 104 E 8TH ST	New (2013)	Not Eligible
FN120	House, 601 N ST	New (2013)	Not Eligible
FN122	House, 609 N ST	New (2013)	Not Eligible
FN123	House, 613 N ST	New (2013)	Not Eligible
FN124	House, 617 N ST	New (2013)	Not Eligible
FN126	House, 713 N ST	New (2013)	Not Eligible
FN128	House, 721 N ST	New (2013)	Not Eligible
FN130	House, 809 N ST	New (2013)	Not Eligible
MO04-067	House, 202 E 8TH ST	Previous (1990)	Not Eligible
MO04-091	House, 208 E 8TH ST	Previous (1990)	Not Eligible
MO04-070	House, 618 N ST	Previous (1990)	Not Eligible
MO04-074	House, 614 N ST	Previous (1990)	Not Eligible
FN134	House, 608 N ST	New (2013)	Not Eligible

Indentifying Number	Resource Type, Property Address	Previously Surveyed / New Survey	NRHP Eligibility Recommendation
FN136	House, 203 E 6TH ST	New (2013)	Not Eligible
MO04-090	Commercial Bldg: Tiny Tot's Learning Center (formerly the Veteran's Memorial Hospital, 208 E 6TH ST	Previous (1990)	Not Eligible
FN137	House, 314 E 5TH ST	New (2013)	Not Eligible
FN147	House, 605 O ST	New (2013)	Not Eligible
FN151	House, 618 O ST	New (2013)	Not Eligible
MO04-038	House, 701 O ST	Previous (1990)	Not Eligible
MO04-039	House, 705 O ST	Previous (1990)	Not Eligible
FN156	House, 601 P ST	New (2013)	Not Eligible
FN159	House, 517 P ST	New (2013)	Not Eligible

NRHP-Listed Property

County Citadel
(MO04-002)
606 Main Street
NRIS #89002227
Listed 1/10/1990

Located on the west side of Main St, this government/civic building designed in the Classical Revival style, was constructed ca. 1909. It is rectangular in plan with a centered entrance, some architectural ornamentation, and was designed by J.P. Eisentraut. Under Criterion A, the Morrill County Courthouse is listed in the NRHP "for its association with politics and local government"[5] and under Criterion C, the courthouse is a good exarnple of a County Citadel courthouse displaying Classical Revival elements.[6] The building is in excellent condition and retains integrity regarding location, design, setting, workmanship, materials, feeling and association. This property is not located in the APE for *direct* effects but does fall within the APE for *indirect* (visual) effects. Due to distance, intervening vegetation, and residential neighborhoods that already obstruct the view of the railroad, construction of the alternatives proposed by the Bridgeport Viaduct Study will have no affect on those characteristics which qualify this historic property for inclusion in the NRHP.

[5] Barbara Beving Long, Consultant, Four Mile Research Co., National Register of Historic Places Register Form, "Morrill County Courthouse," NR #89002227, Section 8, page 1.

[6] Barbara Beving Long, NR #89002227, Section 7, page 1.

Recommended NRHP Eligible Property

Irrigation Headquarters Building (MO04-077)
723 Main Street

Located on the west side of N St, this one-story institutional building in Egyptian Revival Style[7] was built ca. 1937. Less elaborate in its decoration, the building does show specific identifying influences of the Exotic Romantic movement: a symmetrical front façade; wall surfaces with decorative leaf or floral patterns; Terra Cotta tiled pent roof, pilasters with capitals; and, smooth, light-colored stone.[8]

The Irrigation Headquarters Building is rectangular in plan with light brick veneer walls and a low-pitched titled hip roof. The front elevation faces east and is symmetrical in plan. Extended corner posts have decorative terra-cotta medallions. Beneath the cornice, the frieze panel contains triangular dentils with leaf or floral stonework in-between. A horizontal, stepped brick belt course is present beneath the entablature. The main entryway is a round arch with decorative pilasters crowned with Corinthian capitals. The door's fanlight is a round stone arch with swags. It is flanked by two round arch windows with diamond-shaped lights. The doorway and both windows have segmental brick surrounds.

This building is recommended eligible for listing on the National Register of Historic Places. Under Criterion A, it possesses historic association regarding the development of irrigation and canal regulatory districts for agriculture in Nebraska. Under Criterion C, it is an excellent example of modest Egyptian Revival architecture. The building is in very good condition and retains mostly original materials; however, it conveys significance through location, design, setting, workmanship, feeling and association. This historic property is not located in the APE for *direct* effects but does fall within the APE for *indirect* (visual) effects. Due to distance, intervening vegetation and residential neighborhoods that already obstruct the view of the railroad, construction of the alternatives proposed by the Bridgeport Viaduct Study will have no affect on those characteristics which qualify this historic property for inclusion in the NRHP.
Photo: courtesy of the authors.

[7] Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 305-307.

[8] Ibid.

Recommended NRHP Ineligible Properties

House (FN4)
815 W 3rd Street
Located on the south side of W 3rd St, this one-and-one-half story house was built ca.1940. A Bungalow style, it has an asphalt shingle roof with exposed rafter beams. There is a shed roof dormer with paired aluminum frame one-over-one windows. The house has stucco siding and an enclosed shed roof porch with the same aluminum frame windows.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN13)
413 G Street
Located on the west side of G Street, this one-story house was built ca.1915.[9] A Spanish Eclectic style with a nod to the Pueblo Revival style, this house has a flat roof with a parapeted front wall.[10] The walls are stucco siding, the picture window and French doors on the front facade are modern. The shed roof porch runs half the length of the house front with wood support beams.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

[9] Morrill County Assessor, "Nicholas Addition, Block 6, Lot 15." Accessed December 10, 2013. Available at Morrill County Assessor's Office, 800 Main Street, Lexington, NE.

[10] Virginia & Lee McAlester, *A Field Guide to American Houses*, New York: Alfred A. Knopf, 1984, 417.

House (FN15)
H Street

Located on the east side of H St, this one-story house was built ca.1910. A gable front vernacular house, it has asphalt shingle roof, wood frame one-over-one windows, and wood frame door with modern screen door. The siding is hexagon shaped asbestos cement shingles, which may date to the time period the house was built.[11] An addition has been added to the north side of the building with a hip roof and asbestos-siding.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN19)
315 H Street

Located on the west side of H St, this one-story house was built ca.1916. An irregular, vernacular style, this house has had ca.1940 alternations. Currently, the house has a side gable roof with a gable addition on the west side façade and a front gable single car garage on the east side. It has a mix of asbestos shingle and aluminum siding. The picture window is modern, as is the door, and porch steps.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

[11] Asbestos-cement shingles came about between 1907 and 1910 with the development of technology and uses of asbestos. "Roofing for Historic Buildings: Asbestos-Cement Shingles," Available from http://www.nps.gov/history/hps/tps/roofingexhibit/asbestoscement.htm, Accessed December 19, 2013.

House (FN21)
509 W 4th Street

Located on the south side of W 4th St, this one-story house was built ca.1925. An L-shaped floorplan, it has side and front gable with slightly flaring eaves. The house has stucco siding and bands of original wood frame windows. A stucco sided single car garage has been built onto the east façade of the house.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN22)
413 W 4th Street

Located on the southeast corner of W 4th St and I St, this one-story house was built ca.1905. A vernacular cube, this house has a pyramidal roof with asphalt shingles, stucco siding, and modern picture window.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Riverside Lumber (FN26)
405 W 5th Street

Located on the south side of W 5th St/US-26/N-92, this one-story building was constructed ca.1945. A Mid-Century Modern style, it has a low-pitch front gable roof and a contrasting, attached vertical sign post. The siding is corrugated metal and the north wall has a wide band of nearly floor to ceiling plate glass windows.

This building is not recommended eligible for listing on the National Register of

Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN28)
402 W 5th Street

Located on the northwest corner of W 5th St/US-26/N-92 and J St, this house was built ca.1915. A gable front vernacular house, it has an asphalt shingle roof with a central chimney stack.[12] The house has aluminum siding, and wood frame windows with four-over-two, single hung windows. The enclosed porch has aluminum siding, a band of fixed casement windows and a recessed entry.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN29)
405 J Street

Located on the east side of J St, this one-story house was built ca.1937. A Hall-and-Parlor style, this house has a side gable roof covering a central entry flanked by two rooms with wood frame windows.[13] The house itself has stucco siding; as does the front enclosed porch and west wall additions.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

[12] McAlester, *American Houses*, 78, 90.

[13] McAlester, 94-95.

House (FN30)
409 J Street

Located on the west side of J St, this one-story house was built ca.1909. A vernacular cube, it has a pyramidal roof with asphalt shingles. The house has stucco siding, a modern door, and wood window frames with modern single-hung windows. An addition has been built onto the eastern wall.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN37)
210 W 5th Street/US-26/N-92

Located on the north side of W 5th St/US-26/N-29, this two-story house was built ca.1920. A Dutch Colonial Revival style, it has a side gambrel roof with shed dormers.[14] On the north wall is a hip roof, one-story addition, and the entire house has vinyl siding. The windows are modern, as is the front porch.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

[14] McAlester, 336.

House (FN38)
206 W 5th Street/US-26/N-92

Located on the north side of W 5th St/US-26/N-29, this one-and-one-half story house was built ca.1925. A Craftsman style, it has a side gable roof, front gable dormers, all with asphalt shingle and decorative eave brackets. The house has vinyl siding, and modern picture windows on the first floor. The upper story has paired single-hung windows with three-over-two upper panes.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN39)
202 W 5th Street/US-26/N-92

Located on the north side of W 5th St/US-26/N-29, this one-and-one-half story house was built ca.1925. A Craftsman style, it has a side gable roof with irregular lengths, incorporated porch, front gable dormer with decorative eave braces, paired single hung and modern plate glass windows.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-087)
114 W 5th Street/US-26/N-92

Located on the north side of W 5th St/US-26/N-29, this one-story house was built ca.1912. A vernacular style, this house has a front gable roof with a moderate pitch, rusticated stone façade, an enclosed front gable porch running half the front façade, and modern windows. Since the 1990 survey, which recommended this property NRHP-ineligible, a wing extension, clad in vinyl, has been added on the northwest corner.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN42)
516 J Street

Located on the east side of J St, this one-story house was built ca. 1952. A Minimal Traditional house, it has a low pitch side gable roof, vinyl siding, and a vinyl frame window. This building is a representative of the style in the neighborhood between J and L Sts, and W 5th and W 7th Sts.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN44)
528 J Street

Located on the east side of J St, this one-story house was built ca.1953. A Minimal Traditional house, it has a low pitch side gable roof, exterior side chimney, vinyl siding, a raised concrete foundation, and modern vinyl windows. This building is a representative of the style in the neighborhood between J and L Sts, and W 5th and W 7th Sts.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN74)
611 L Street

Located on the west side of L St, this one-story house was built ca.1955. A Cross Gable Ranch, this house has a wide front gable porch on the west façade, aluminum siding, and vinyl frame windows. This building is a representative of the style in the neighborhood between J and L Sts, and W 5th and W 7th Sts.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN82)
509 L Street

Located on the west side of L Street, this one-story house was built ca. 1950. A Minimal Traditional house, it has a low pitch side gable roof, stucco and perma-stone siding, aluminum frame windows with cloth awnings.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Commercial Building (MO04-088)
822 K Street

Located on the northeast corner of 9th and K Sts, this one-story commercial building was constructed ca.1905. A vernacular style, it has flat roof, wood siding and wood frame doors. Since the 1990 survey, which recommended it NRHP-ineligible, almost all fenestrations no longer contain glass panes, two of the three wooden doors are partially boarded, and hardware has been striped. Additionally, research yielded no information about its builder or past owners.

It is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

City Water Dept. No 3 (FN93)
799 L Street

Located on northwest corner of L and W 8th Sts, this one-story building was constructed ca. 1920. A vernacular style, it has a flat roof with stepped parapet walls, stucco siding, relief pilasters at the corners and defining the doorway, and wood frame windows missing glass panes.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN94)
805 L Street

Located on the west side of L St, this one-and-one-half story house was built ca. 1910. A Gable Front house, it has a front gable roof with asphalt shingle, asbestos cement siding, and wood single-hung windows.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic

association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Wickard Services Unltd (W.H. Willis Bldg, FN97)
923 L Street

Located between W Railroad Ave and L St, this one-story building was constructed ca. 1909. A vernacular style building with Colonial Revival style elements, this building has a flat roof, stucco siding with evenly spaced pilasters along the east façade. Between each pilaster is a large window frame, two of which have been filled in, and a centrally located entry, with modern door. A slightly larger one-story addition with the same façade has been added to the building.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Commercial Building (MO04-084)
914 L Street

Located on the east side of L St, this one-story commercial building was constructed ca. 1902. A vernacular style, it has a flat roof with parapet walls, rusticated stone façade, single-hung windows, and a shed roof addition on the east façade.

The 1990 survey did not recommend this property as NRHP-eligible. With the most recent survey, it remains not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-086)
910 L Street

Located on the east side of L St, this one-story house was built ca. 1910. A vernacular cube, this house has a pyramid roof with asphalt shingles, a central interior chimney, wood siding, and an enclosed hip roof with fixed two-over-three windows.

Since the 1990 survey, which recommended it NRHP-ineligible,, the front porch roof has partially collapsed and as is the main entry doorway. This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN100)
810 L Street

Located on the east side of L Street, this one-story house was built ca. 1920. A vernacular cube, this house has a pyramid roof with asphalt shingles, aluminum siding, an enclosed hip roof porch with fixed two-over-three windows, and a roof addition on the east façade.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Rock'n Horse Lounge (FN104)
909 Main Street

Located on the west side of Main Street, this one-story commercial building was constructed ca. 1948. A vernacular commercial style, it has a flat roof with parapet wall, tan brick façade, and a modern plate glass window retail façade.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not

possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

State Farm (FN105)
915 Main Street

Located on the west side of Main Street, this one-story commercial building was built ca. 1909. A vernacular commercial style, it has a flat roof, rusticated stone façade, and modern fixed windows and glass pane door.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Bridgeport '66' Tire Service (FN110)
802 Main Street

Located on the southeast corner of W 8th and Main Sts, this one-story service station was built ca. 1958. A Googie style building, it has a flat roof office with angled floor to ceiling plate glass windows, and red brick façade. Attached to the office is a two-bay service station made of concrete block construction.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Bridgeport Fire Department (FN111)
104 E 8th Street

Located on the northeast corner of E 8th and Main Sts, this one-story building was constructed ca.1930. A vernacular style building with Art Deco design elements, this commercial building has a flat roof, brick façade with geometric design around the

entablature. The central entry projects slightly, and the windows and door are modern. Along the south façade are the fire truck bays.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN120)
601 N Street

Located on the southwest corner of E 6th and N Sts, this one-story house was built ca. 1960. A Cross Gable Ranch style, this house has a front gable entry, brick and asbestos cement shingle siding, aluminum frame picture windows, and attached brick flower beds.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN122)
609 N Street

Located on the west side of N St, this one-story house was built ca. 1930. A bungalow style, it has a front gable roof with asphalt shingles and decorative eave brackets, an incorporated enclosed porch with single-hung windows, wood siding, and a side dormer projecting bay with large, modern windows.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN123)
613 N Street
Located on the west side of N St, this one-story house was built ca. 1926. A bungalow side and front-gable style, it has a front gable porch roof with asphalt shingles and exposed triangular braces, an enclosed partial-length porch with three-over-two sash windows, wood siding, and a projecting bay along the south elevation. Some of the windows have been replaced with modern one-over-ones.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN124)
617 N Street
Located on the west side of N St, this one-and-a-half story house was built ca. 1920. A vernacular style with a rectangular plan, it has a hipped roof with asphalt shingles, an enclosed screened porch with single-hung windows, vinyl siding, and a hipped dormer on the front (east) slope roofline.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN126)
713 N Street
Located on the west side of N St, this two-story Gable-El house with minor Queen Anne elements was built ca. 1915. It has a front gable roof with asphalt shingles, a wrap-around porch with spindle work columns and balustrades, decorative skirting, vinyl siding, and a combination of six-over-one and modern one-over-one windows.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN128)
721 N Street

Located on the west side of N St, this one-and-a-half-story house was built ca. 1925. A vernacular style, it has a front gable roof with asphalt shingles, an enclosed, partial-length porch with three-over-three windows, wood siding, and a projecting bay on its south elevation.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN130)
809 N Street

Located on the west side of N St, this two-and-a-half-story house was built ca. 1910. A vernacular cross-gable style, its roof has asphalt shingles with decorative and scrolled, machine-cut, vergeboard in the front gable peak, a porch with round columns, narrow balustrades, and decorative skirting, vinyl siding, and modern windows with decorative shutters.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-067)
202 E 8TH Street

Located on the northeast corner of N and 8th Sts this one-and-a-half-story house was built ca. 1925. A bungalow style, it has a side gable, asphalt-shingled, roof with a projecting front-gable dormer on its south slope. The house is clad in modern vinyl siding and modern windows.

Since the 1990 survey, which recommended this property NRHP-ineligible, it has been recladded with vinyl siding and the roof has been re-shingled. This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-091)
208 E 8TH Street

Located on the north side of N St, this one-story house was built ca. 1920. A vernacular style, it has a clipped, side-gable roof with asphalt shingles, stucco siding, a front gable porch roof, and four-over-one sash windows.

The 1990 survey did not recommend this property as NRHP-eligible. With the most recent survey, it remains not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-070)
618 N Street

Located on the east side of N St, this one-story house was built ca. 1920. A bungalow style, it has a front gable and hipped roof clad with asphalt shingles and exposed triangular braces, an incorporated enclosed porch with side-by-side windows, vinyl siding, and modern windows.

The 1990 survey recommended this property NRHP-eligible, however, since the 1990 survey, the house has been re-cladded with vinyl siding, and, a new roof with vinyl soffits, and modern windows have been applied. This building is no longer recommended eligible for listing on the National Register of Historic Places. It has diminished integrity due to the application of modern materials. Moreover, it does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-074)
614 N Street
Located on the east side of N St, this one-story house was built ca. 1920. A vernacular style, it has a front gable roof with asphalt, an incorporated enclosed porch with single-hung windows, vinyl siding, and modern side-by-side casement windows.

Surveyed in 1990 and recommended not eligible for listing to the NRHP, this building remains recommended ineligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN134)
608 N Street
Located on the east side of N St, this one-story house was built ca. 1955. A ranch style, it has a side gable roof with asphalt shingles, a prominent chimney along its south elevation, vinyl siding, and modern windows.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN136)
203 E 6th Street

Located on the southeast corner of E 6th and N Sts, this one-story house with a U-shape plan, was built ca. 1955. A ranch style, it has a hipped, asphalt-shingled roof, single-hung modern windows, aluminum siding, and an attached garage.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

Commercial Bldg. (formerly Veterans' Memorial Hospital - MO04-090)
208 E 6th Street

Located on the northeast corner of E 6th and N Sts, this one-story building was built ca. 1948. A contemporary style, it has a hipped, asphalt-shingled roof, stone veneer siding, and a projecting front gable entryway. In the 1990 county survey, MO04-090 was not recommended eligible for listing on the NRHP.[15] The 2013 survey revealed changes to the property in order to make accommodations for its current use as a day care center. It operated as the community's hospital between 1948 and late 1960s. Later, the "Morrill County Community Hospital" was erected and opened in 1972. Research indicated the hospital had not, at any time throughout its history, been affiliated with the U.S. Department of Veterans' Administration.[16]

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

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[15] John Kay, Save America's Heritage, *Nebraska Historic Buildings Survey Reconnaissance Survey Final Report of Morrill County, Nebraska* (Lincoln, Nebraska, March 1990), 113.

[16] John McNally, Deputy Director, State of Nebraska Department of Veterans' Affairs, email message and telephone call with the author, February 18, 2014; John J Brehm, Director of Scotts Bluff County Veteran's Services, telephone call with the author, February 20, 2014; Robert A Erdman, Veteran's Service Officer, Morrill County, telephone call with the author, February 20, 2014. Community Outreach Department, Morrill County Community Hospital, telephone call with the author, May, 2014.

House (FN137)
314 E 5th Street

Located on the north side of E 5 St, this one-story house was built ca. 1903. A bungalow style, it has a side gable roof with asphalt shingles and exposed triangular braces, wood siding, and projecting bays with shed roofs. Some window treatments have been replaced with metal and/or vinyl.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN147)
605 O Street

Located on the west side of N St, this one-story house was built ca. 1925. A bungalow style, it has a front gable roof with asphalt shingles and triangular braces, a porch with tooth dentil banding and wood shingles in its gable peak, wood siding, and modern soffits and windows.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN151)
618 O Street

Located on the east side of O St, this one-story house was built ca. 1955. A minimal-traditional style, it has a side gable, asphalt-shingled roof, a prominent chimney on its south elevation, vinyl siding, and, modern windows and doors.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess

significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-038)
701 O Street

Located on the west side of O St, this one-and-a-half-story house was built ca. 1917. A bungalow style, it has a front gable roof with asphalt shingles and exposed scrolled braces, an enclosed half-length porch with single-hung windows, and wood shingles in the porch gable and main gable peaks. The house is clad with wood siding. Windows have been replaced with modern materials.

Surveyed in 1990 and recommended not eligible for listing to the NRHP, this building remains recommended ineligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (MO04-039)
705 O Street

Located on the west side of O St, this two-story house was built ca. 1923. A bungalow style, it has a side gable, asphalt-shingle d roof, exposed triangular braces beneath the eaves, an enclosed half-length porch with single-hung windows and wood siding. A prominent, front-gable dormer with paired windows, extends out from the east slope of the roof.

Surveyed in 1990 and recommended not eligible for listing to the NRHP, this building remains recommended ineligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN156)
601 P Street
Located on the south side of E 6th St, this one-story house was built ca. 1950. This one-story Contemporary-style house features a flat roof with a prominent picture window, and projecting eaves with exterior vinyl cladding. The main entryway is a simple concrete patio walkway that leads to an exterior door on the north façade.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

House (FN159)
517 P Street
Located on the west side of P St, this one-story house was built ca. 1959. A ranch style, it has a side gable, asphalt-shingled, roof, a large picture window, and aluminum siding.

This building is not recommended eligible for listing on the National Register of Historic Places. It does not possess significant historic association, nor does it embody any distinctive characteristics of a type, period, or method of construction. *Photo: courtesy of the authors.*

SUMMARY

The Bridgeport viaduct study's scope is to replace the existing Burlington Northern Santa Fe at-grade crossing on US-26 in Bridgeport with a viaduct. Two alternatives are being studied: one using the existing alignment and one veering to the south to avoid impacts to an electrical substation. Both alternatives will require reconstructing approximately 1200 feet of roadway east and west of the existing crossing.

Within the *direct* and *indirect* APE of this project, 179 properties were identified which met the 50-year threshold. Of these 179 properties, 52 properties were evaluated for NRHP eligibility. One of the surveyed properties, the Morrill County Courthouse (MO04-002), is listed on the National Register of Historic Places. Another property, the Irrigation Headquarters Building

(MO04-077), is recommended eligible for listing on the NRHP. There are no NRHP listed or eligible historic districts or bridges.

It is recommended that there will be no effect to historic properties by the project as proposed.

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Appendix: Properties Not Surveyed Due to Lack of Integrity/Significance

Properties Not Surveyed

Indentifying Number	Property Address	Reason for Exclusion
FN1	Unknown	Lack of Integrity
FN2	811 W 3RD ST	Lack of Integrity
FN3	803?? W 3RD ST	Lack of Integrity
FN5	310 F ST	Lack of Integrity
FN6	317 F ST	Lack of Integrity
FN7	318 F ST	Lack of Integrity
FN8	417 F ST	Lack of Integrity
FN9	418 F ST	Lack of Integrity
FN10	333 G ST	Lack of Integrity
FN11	401 G ST	Lack of Integrity
FN12	419 G ST	Lack of Integrity
FN14	422 G ST	Lack of Integrity
FN16	404 H ST	Lack of Integrity
FN17	400?? H ST	Lack of Integrity
FN18	322 H ST	Lack of Integrity
FN20	315 H ST	Lack of Integrity
MO04-089	414 I ST	Lack of Integrity
FN24	424 I ST	Lack of Integrity
FN25	426 I ST	Lack of Integrity
FN27	410 W 5TH ST	Lack of Integrity
FN31	401?? J ST	Lack of Integrity
FN32	107?? W 4TH ST	Lack of Integrity
FN33	400 K ST	Lack of Integrity
FN34	402 K ST	Lack of Integrity
FN35	421 K ST	Lack of Integrity
FN36	214 W 5TH ST	Lack of Integrity
FN40	510 J ST	Lack of Integrity
FN41	512 J ST	Lack of Integrity
FN43	518 J ST	Lack of Integrity
FN45	602 J ST	Lack of Integrity
FN46	606 J ST	Lack of Integrity
FN47	621 K ST	Lack of Integrity
FN48	617 K ST	Lack of Integrity
FN49	611 K ST	Lack of Integrity
FN50	609 K ST	Lack of Integrity
FN51	605 K ST	Lack of Integrity
FN52	601 K ST	Lack of Integrity
FN53	529 K ST	Lack of Integrity
FN54	525 K ST	Lack of Integrity
FN55	521 K ST	Lack of Integrity
FN56	517 K ST	Lack of Integrity
FN57	511 K ST	Lack of Integrity
FN58	505 K ST	Lack of Integrity
FN59	501 K ST	Lack of Integrity
FN60	217 W 5TH ST	Lack of Integrity

Appendix: Properties Not Surveyed Due to Lack of Integrity/Significance

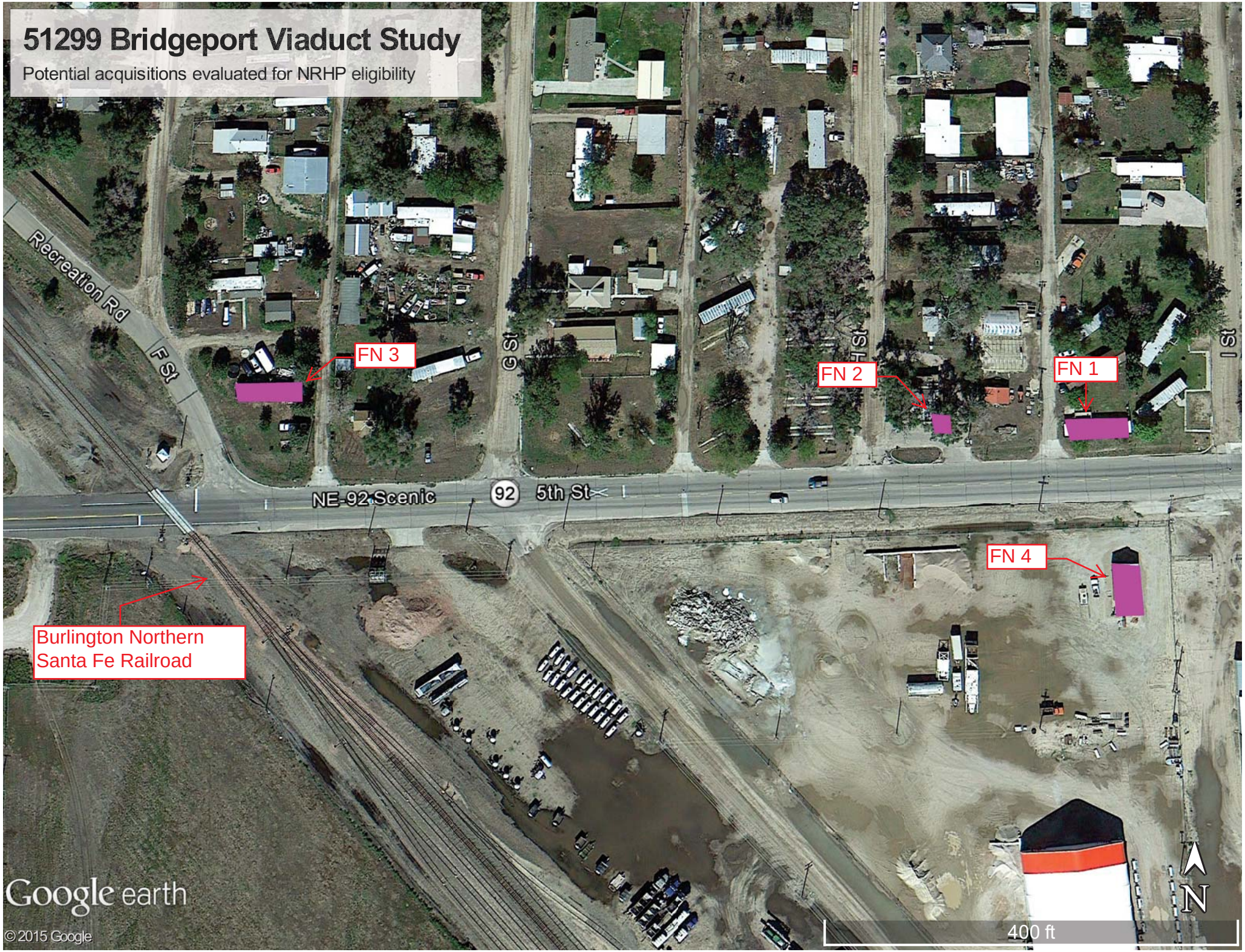
Indentifying Number	Property Address	Reason for Exclusion
FN61	504 K ST	Lack of Integrity
FN62	508 K ST	Lack of Integrity
FN63	512 K ST	Lack of Integrity
FN 64	516 K ST	Lack of Integrity
FN65	522 K ST	Lack of Integrity
FN66	524 K ST	Lack of Integrity
FN67	530 K ST	Lack of Integrity
FN68	602 K ST	Lack of Integrity
FN69	606 K ST	Lack of Integrity
FN70	610 K ST	Lack of Integrity
FN71	612 K ST	Lack of Integrity
FN72	618 K ST	Lack of Integrity
FN73	621 L ST	Lack of Integrity
FN75	605 L ST	Lack of Integrity
FN76	601 L ST	Lack of Integrity
FN77	529 L ST	Lack of Integrity
FN78	525 L ST	Lack of Integrity
FN79	521 L ST	Lack of Integrity
FN80	517 L ST	Lack of Integrity
FN81	512 L ST	Lack of Integrity
FN83	505 L ST	Lack of Integrity
FN84	501 L ST	Lack of Integrity
FN85	506 L ST	Lack of Integrity
FN86	510 L ST	Lack of Integrity
FN87	512 L ST	Lack of Integrity
FN88	516 L ST	Lack of Integrity
FN89	520 L ST	Lack of Integrity
FN90	524/526 L ST	Lack of Integrity
FN91	532 L ST	Lack of Integrity
FN92	SEC Railroad & 9th	Lack of Integrity
FN95	817 L ST	Lack of Integrity
FN96	901 L ST	Lack of Integrity
FN98	820 L ST	Lack of Integrity
FN99	812 L ST	Lack of Integrity
FN101	800 MAIN ST	Lack of Integrity
FN102	901 MAIN ST	Lack of Integrity
FN103	905 MAIN ST	Lack of Integrity
FN106	917 MAIN ST	Lack of Integrity
FN107	824 MAIN ST	Lack of Integrity
FN108	822 MAIN ST	Lack of Integrity
FN109	818 MAIN ST	Lack of Integrity
FN112	526 MAIN ST	Lack of Integrity
FN113	514 MAIN ST	Lack of Integrity
FN114	126 E 5TH ST	Lack of Integrity
FN115	206 E 5TH ST	Lack of Integrity
FN116	210 E 5TH ST	Lack of Integrity

Appendix: Properties Not Surveyed Due to Lack of Integrity/Significance

Indentifying Number	Property Address	Reason for Exclusion
FN117	214 E 5TH ST	Lack of Integrity
FN118	529 N ST	Lack of Integrity
FN119	531 N ST	Lack of Integrity
FN121	605 N ST	Lack of Integrity
FN125	709 N ST	Lack of Integrity
FN127	717 N ST	Lack of Integrity
FN129	805 N ST	Lack of Integrity
FN131	714 N ST	Lack of Integrity
FN132	710 N ST	Lack of Integrity
FN133	706 N ST	Lack of Integrity
FN135	606 N ST	Lack of Integrity
FN136	302 E 5TH ST	Lack of Integrity
FN138	410 E 5TH ST	Lack of Integrity
FN140	510 O ST	Lack of Integrity
FN141	514 O ST	Lack of Integrity
FN142	520 O ST	Lack of Integrity
FN143	526 O ST	Lack of Integrity
FN144	528 O ST	Lack of Integrity
FN145	534 O ST	Lack of Integrity
FN146	801 MAIN ST	Lack of Integrity
FN148	611 O ST	Lack of Integrity
FN149	613 O ST	Lack of Integrity
FN150	617 O ST	Lack of Integrity
FN152	622 O ST	Lack of Integrity
FN153	608 O ST	Lack of Integrity
FN154	606 O ST	Lack of Integrity
FN155	602 O ST	Lack of Integrity
FN157	533 P ST	Lack of Integrity
FN158	521 P ST	Lack of Integrity
FN160	509 P ST	Lack of Integrity
FN161	502 P ST	Lack of Integrity
FN162	508 P ST	Lack of Integrity
FN163	521/516 P ST	Lack of Integrity
FN165	526 P ST	Lack of Integrity
FN166	530 P ST	Lack of Integrity
FN167	414 E 5TH ST	Lack of Integrity

51299 Bridgeport Viaduct Study

Potential acquisitions evaluated for NRHP eligibility



Control No.	Property	County	Address, Town
51229	FN 1	Morrill	

NHRSI No.	Direction of View	Photo by, Date	Map Ref.
n/a	North	Google Earth 5/2012	

Description

Mobile Home
This property does not meet the minimum survey requirements established by the NESHPO (2010) and is recommended not eligible for listing in the NRHP.

Control No.	Property	County	Address, Town
51229	FN 2	Morrill	

NHRSI No.	Direction of View	Photo by, Date	Map Ref.
n/a	Northwest	Google Earth 5/2012	

Description

1 story commercial building.
This property does not meet the minimum survey requirements established by the NESHPO (2010) and is recommended not eligible for listing in the NRHP.

Control No.	Property	County	Address, Town
51229	FN 3	Morrill	

NHRSI No.	Direction of View	Photo by, Date	Map Ref.
n/a	North	Google Earth 5/2012	

Description

Mobile Home
This property does not meet the minimum survey requirements established by the NESHPO (2010) and is recommended not eligible for listing in the NRHP.

Control No.	Property	County	Address, Town
51299	FN 4	Morrill	

NHRSI No.	Direction of View	Photo by, Date	Map Ref.
n/a	South	5/2012	

Description

1 story gable roofed, 2 bay garage.
This property does not meet the minimum survey requirements established by the NESHPO (2010) and is recommended not eligible for listing in the NRHP.