



**NDOT Bridge Structure S051 03644/IADOT Bridge Structure 67-00750  
Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175)  
Crossing of the Missouri River  
Burt County, Nebraska and Monona County, Iowa**

The Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (IADOT) are seeking parties interested in taking ownership of the Decatur Bridge, which connects Burt County, Nebraska and Monona County, Iowa. This bridge (NDOT bridge structure #S051 03644/IADOT bridge structure #67-00750) was originally constructed in 1951 and opened to traffic in 1956 and carries Nebraska Highway 51 (N-51)/ Iowa Highway 175 (IA-175) over the Missouri River between Decatur in Burt County, Nebraska and Monona County, Iowa. This bridge was determined eligible for listing in the National Register of Historic Places by the Iowa State Historic Preservation Office (SHPO) in 2011 and by the Nebraska SHPO in 2013. It is considered a historic property.

The Decatur Bridge is 1,956 feet long and consists of a three-span Nebraska Approach Unit, a two-span rigid-connected Warren-type through-truss River Unit, and two Iowa Approach Units each composed of three spans. The bridge has a clear roadway width of 22 feet, 6 inches, consisting of two 11-foot 3-inch-wide lanes and no shoulders. The deck is comprised of open steel grate panels, with a steel C-channel curb. The bridge railing is a built-up steel rail with W-shaped posts spaced 7 feet 6 inches apart, with the rail extending approximately 2 feet 11 inches above the riding surface

The bridge has undergone nine major repairs since it opened to traffic, including deck replacement, structural steel and floor beam repairs, and concrete repair and strengthening. An inspection conducted in 2024 identified additional “high and medium urgency” deficiencies to be addressed through a tenth major repair project in late 2025. The bridge is both structurally and functionally deficient. As such, the DOTs are proposing

to remove the Decatur Bridge and replace it with a new bridge located north of the current alignment.

The bridge is not suitable or intended for vehicular service in another location, and all rehabilitation work to implement its non-vehicular reuse in another setting must conform to the Secretary of the Interior's Standards for Rehabilitation in consultation with the Nebraska State Historic Preservation Office (SHPO) and the Iowa State Historic Preservation Office. The costs of relocating, rehabilitating, and remediating the bridge or any portion of the bridge as applicable would be the responsibility of the prospective owner. Due to the age of the bridge, it is assumed that lead based paint is present and the removal of any lead-based paint from the steel structure in accordance with the US Environmental Protection Agency's requirements would be the responsibility of the prospective owner. The bridge foundations or piers would be removed separately by NDOT's bridge contractor.

Interested parties are required to meet certain conditions, which include:

- Provide a comprehensive written plan for the preservation and future use of the bridge, including any desired modifications, and the estimated cost of rehabilitation. It is preferred that the new owner be able to use the entire superstructure of the truss bridge. All rehabilitation work must meet the Secretary's Standards (<http://www.nps.gov/tps/standards/rehabilitation.htm>)
- Maintain the structure and the features that give it historic significance according to prescribed standards.
- Assume all future legal and financial responsibility for the structure, including "hold harmless" agreements to NDOT and IADOT. Post a performance bond.
- Provide proof of ability to assume the financial and administrative responsibilities of bridge ownership throughout its existence.

Agencies, jurisdictions, organizations or private owners interested in obtaining ownership of the bridge for aesthetic, historic, recreation or other uses should contact Stacy Stupka at (402) 479-3879 or email at [stacy.stupka@nebraska.gov](mailto:stacy.stupka@nebraska.gov). This contact must be received no later than close of business on January 19, 2026. Funding to assist with relocation or rehabilitation may be provided up to the estimated cost of bridge demolition. If an interested party secures its own federal funding, it is noted that any bridge preserved with federal funding shall thereafter not be eligible for any other highway funds pursuant to Public Law 100-17, Section 123(f) (Historic Bridges).