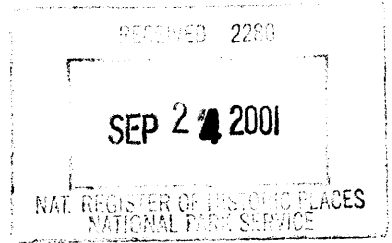


United States Department of the Interior  
National Park Service

1217



# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Forest City Bridge  
other names/site number South Dakota Department of Trans. Br. No. 54-056-158

## 2. Location

street & number U.S. Trunk Highway No. 212 not for publication N/A  
city or town La Plant Vicinity X  
state South Dakota Code SD county Dewey code 41 zip code 57637

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( \_\_\_ See continuation sheet for additional comments.)

Jay D. Vogt  
Signature of certifying official

09-13-2001  
Date

SD SHPO  
State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria. ( \_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

Forest City Bridge  
Name of Property

Dewey County, South Dakota  
County and State

#### 4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  
 See continuation sheet
- determined eligible for the National Register.  
 See continuation sheet
- determined not eligible for the National Register
- removed from the National Register.
- other,

(explain:)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of the Keeper

Date of Action

Entered the National Register  
11-8-01

#### 5. Classification

**Ownership of Property** (Check as many boxes as apply)

- Private
- public-local
- public-State
- public-Federal

**Category of Property** (Check only one box)

- building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	Buildings
<u>0</u>	<u>0</u>	Sites
<u>1</u>	<u>0</u>	Structures
<u>0</u>	<u>0</u>	Objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Historic Bridges in South Dakota

---

**6. Function or Use**

---

**Historic Functions** (Enter categories from instructions)

Cat: Transportation Sub: Road-Related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions** (Enter categories from instructions)

Cat: Transportation Sub: Road-Related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

---

**7. Description**

---

**Architectural Classification** (Enter categories from instructions)

Other: Through Truss  
\_\_\_\_\_  
\_\_\_\_\_

**Materials** (Enter categories from instructions)

Foundation Concrete  
Roof \_\_\_\_\_  
Walls \_\_\_\_\_  
Other \_\_\_\_\_  
Other Steel

**Narrative Description** (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets

---

**8. Statement of Significance**

---

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant Contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a Significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations (Mark "X" in all the boxes that apply.)**

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance (Enter categories from instructions)**

Transportation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1957-1959  
\_\_\_\_\_  
\_\_\_\_\_

Forest City Bridge  
Name of Property

Dewey County, South Dakota  
County and State

**Significant Dates**    1957-1959  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**    N/A  
\_\_\_\_\_

**Cultural Affiliation**    N/A  
\_\_\_\_\_

**Architect/Builder**    Designer: South Dakota Department of Highways, Bridge  
Division  
Builders – Substructure: Massman Construction Co. Builders –  
Superstructure: John F. Beasley Construction Co.

**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)

See Continuation Sheets

---

## 9. Major Bibliographical References

---

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

### Previous documentation on file (NPS)

- Preliminary determination of individual listing (36 CFR 67) has been requested.
- Previously listed in the National Register
- Previously determined eligible by the National Register
- Designated a National Historic Landmark
- Recorded by Historic American Buildings Survey #
- Recorded by Historic American Engineering Record #

### Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: South Dakota Department of Transportation

Forest City Bridge  
Name of Property

Dewey County, South Dakota  
County and State

---

## 10. Geographical Data

---

**Acreage of Property** Less than one

### UTM References

(place additional UTM references on a continuation sheet.)

1	<u>14</u>	<u>397912</u>	<u>4986179</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>14</u>	<u>398022</u>	<u>4985189</u>	4	<u>          </u>	<u>          </u>	<u>          </u>

See continuation sheet

**Verbal Boundary Description** (Describe the boundaries of the property on a continuation sheet.) See Continuation Sheet

**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet.) See Continuation Sheet

---

## 11. Form Prepared By

---

name/title Paige Hoskinson  
organization Historic Preservation Office date 08/10/01  
street & number 900 Governors Drive telephone (605) 773-3103  
city or town Pierre state SD zip code 57501

---

## Additional Documentation

---

Submit the following items with the completed form:

### Continuation Sheets

### Maps

**A USGS map** (7.5 or 15 minute series) indicating the property's location.

**A sketch map** for historic districts and properties having large acreage or numerous resources.

### Photographs

Representative **black and white photographs** of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

Forest City Bridge  
Name of Property

Dewey County, South Dakota  
County and State

---

**Property Owner**

---

(Complete this item at the request of the SHPO or FPO.)

name State of South Dakota, Department of Transportation  
street & number 700 East Broadway Ave. Telephone (605) 773-3265  
city or town Pierre state SD zip code 57501

---

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page # 2

---

beams, which connect the cantilever and anchor spans together. The box beams are the tallest sets of beams in the construction of the bridge. The diagonal beams in all spans create a "W" shape that is characteristic of the Warren Truss.

On the suspended, cantilever, and anchor spans, batten plates are riveted and bolted to horizontal steel beams connecting the top chords. Diagonal beams are connected to the horizontal beams by riveted and bolted batten plates and form an inverted "W" shape. Across the top, "L" beams connected to the top chord cross between separate horizontal beams creating an "X" shape. Between the cantilever and anchor spans the cross beams connecting the two sides form diamond patterns riveted and bolted at the center and bottom by batten plates forming the tallest portion of the bridge.

A simple metal portal frames the south entrance of the bridge. Fifteen metal chains hang from the crossbeam and are connected along the bottom by a steel cable. The north portal contains two decorative concrete pillars connected by a metal piece. The metal piece is straight on the top and arched on the bottom. Two rows of vertical metal strips hang from the bottom arch; each row is connected along the bottom by one continuous horizontal metal strip. A dedication plaque is fixed to the upper metal piece.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page # 3

## **Statement of Significance**

The Forest City Bridge is part of the "Historic Bridges in South Dakota" Multiple Property Listing amendment and is classified with the associated property type for iron and steel frame bridges. The bridge is eligible for the National Register of Historic Places as one of five remaining Warren Through Truss bridges in the state of South Dakota and for its association with a major event.

When the original town site of Forest City was laid out in 1883 it was named Waneta. Potter County was organized soon after and Waneta became the first county seat. Postal records show that the name was changed to Forest City in 1884. In 1890, the town moved from its original location to a site one and a half miles away, Forest City South. Construction was under way for the Forest City and Sioux City Railroad from Gettysburg and it was believed that the railroad would eventually cross the Missouri River at this point into the Cheyenne Reservation.

The original Forest City Bridge was finally constructed in 1927, five miles north of the second town site. The bridge was a Pennsylvania Through Truss, fabricated by the St. Louis Structural Steel Company and constructed by R.L. Gaster and Company of Little Rock, Arkansas.

In 1944, Congress passed the Flood Control Act funding the construction of four dams on the Missouri River in South Dakota. The resulting reservoirs required that four of the Missouri River bridges be replaced including the Forest City Bridge. By 1949, the Corps of Engineers contracted with the Highway Commission to provide plans and specifications for the highway structures to be impacted by the new reservoir, and a separate "Missouri River Bridge Division" was organized to handle that work. While design and construction work on the new Missouri River spans continued into the 1960's, the first three structures were opened to traffic between 1953 and 1959, including the Forest City Bridge.

Construction of the current Forest City Bridge began in August of 1957 and was completed by the fall of 1958. The revolutionary bridge design new to South Dakota resulted in the cost efficient construction of the Forest City Bridge and its sister bridge in Mobridge. Original estimates placed the construction of the bridge at 5.3 million dollars; actual construction cost amounted to 4.6 million dollars. The new design allowed engineers to take advantage of repetitive formwork and duplication of steel sections thus maximizing reuse of forms. The concept of form reuse and duplicate fabrication allowed the substructure of the Forest City Bridge and the bridge in Mobridge Bridge to be almost interchangeable. In fact, the superstructure fabrication and erection on one site could be repeated at the other site. Another cost saving technique was the use of lightweight aggregates in the floor of the bridge. The decreased dead loads translated into a substantial reduction in the

Forest City Bridge  
Name of Property

Dewey County, South Dakota  
County and State

NPS FORM 10-900-A  
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page # 4

---

weight of structural steel. In addition, in 1956 the state purchased foundation pilings when it became clear that the steel piling would be in short supply. The state was able to avoid timely delays in delivery of the substructure components.

The Forest City Bridge is an important structure built as a major reclamation project under the Flood Control Act of 1944. The bridge is eligible for the National Register of Historic Places under Criterion A as a major component of the reclamation projects in South Dakota and Criterion C as one of the largest and most carefully crafted highway bridges in state. Also, because the bridge is less than 50 years old, it is eligible under Criteria Consideration G as one of only five Warren Through Truss bridges that remain in the state. The Forest City Bridge is specifically mentioned in the "Historic Bridges of South Dakota, Amendment," document that extends the context's period of significance to 1960.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 9, 10 Page # 5

---

## **Bibliography**

Engineering News-Record (January 15, 1959):38-42, 44.

Johnson, Emory. "Missouri River Bridges of South Dakota, 1920-1980." South Dakota Department of Transportation.

State Historical Society, comp. South Dakota Historical Collections and Reports. Vol. XXVII. Pierre: State Publishing Co., 1954.

South Dakota Department of Highways. Plans for Proposed Federal Aid Project No W.A.R. 181 (2) U.S. Trunk Highway No. 212 Dewey-Potter Counties. June 1956.

## **Verbal Boundary Description**

The nominated property consists of a rectangle 30 feet by 4,583 feet, whose vertices coincide with the outside corners of the bridge abutments at each end of the bridge, and includes only the bridge superstructure and the substructure.

## **Boundary Justification**

Because the bridge is located on a public road, there are no legal boundary lines for the ends of the bridge. Therefore, these boundaries are drawn to encompass only the superstructure and substructure of the bridge itself.