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NPS Form 10-900
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United States Department of the Interior
National Park Service

OCT 25 1993

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

NATIONAL
REGISTER

=====

1. Name of Property

=====

historic name: Old Redwater Bridge

other name/site number: South Dakota Dept. of Trans. Br. No. 41-096-011

=====

2. Location

=====

street & number: Local road over Redwater River

not for publication:

city/town: Spearfish

vicinity: X

state: SD county: Lawrence

code: 081

zip code: 57783

=====

3. Classification

=====

Ownership of Property: public-state ? private

Category of Property: structure

Number of Resources within Property:

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u> 1 </u>	_____	structures
_____	_____	objects
<u> 1 </u>	_____	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: Historic Bridges in South Dakota

4. 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. See continuation sheet.

Signature of certifying official [Signature] Date 10/12/93

State or Federal agency and bureau Salt Lake SHPO

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register [Signature] 12/9/93
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 Keeper _____ Date of Action _____

=====
6. Function or Use
=====

Historic: Transportation Sub: road-related (vehicular)

Current : Transportation Sub: road-related (vehicular)

=====
7. Description
=====

Architectural Classification:

Other

Other Description: Pratt, half-hip pony truss

Materials: foundation concrete roof _____
walls _____ other metal: steel

Describe present and historic physical appearance. _X_ See continuation sheet.

=====
8. Statement of Significance
=====

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

Applicable National Register Criteria: A & C

Criteria Considerations (Exceptions) : _____

Areas of Significance: Commerce
Engineering

Period(s) of Significance: 1910 - 1943

Significant Dates : 1910 _____

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Standard Bridge Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.
X See continuation sheet.

=====
9. Major Bibliographical References
=====

X See continuation sheet.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

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CONTINUATION SHEET

Section number 7 Old Redwater Bridge Page 6
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Old Redwater Bridge is located 5 miles north and 0.5 mile east of Spearfish and carries a local road over the Redwater River. The pin-connected Pratt half-hip pony truss span sits on two concrete filled steel tubular piles with steel plate back walls between the piles. The 70 foot truss is comprised as follows: the upper chords consist of two steel channel sections riveted with a continuous steel cover plate along their upper flanges and with batten plates riveted along their lower flanges; the lower chords are paired, forged steel eye-bars on the end panels and paired punched steel eye-bars on the center two panels; the verticals consist of two pairs of angle sections riveted with batten plates; the diagonals are paired forged steel eye-bars; the counters for the center two panels are round steel rods with turn-buckles. The deck is supported on wood stringers which sit on I-beam floor beams. The floor beams are bolted below the pin-connection with a U-shaped bolt which envelops the floor beams and goes around the pin, with nuts holding a batten plate on the bottom flange of the floor beams. The bottom lateral bracing consists of round, steel rod cross-bracing. There are paired angle section knee braces between the floor beams and the inside of the vertical members. The railing consists of a 2 X 12 wood plank bolted to the verticals.

The bridge has a badly deteriorated, double plank deck that has been surfaced with perforated corrugated steel plates in 2 foot X 14 foot sections. Despite this alteration, the bridge retains good integrity.

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Section number 8

Old Redwater Bridge

Page 7

Bridge no. 41-096-011 is being nominated to the National Register of Historic Places as part of the "Historic Bridges in South Dakota" Multiple Property Nomination. It is related to the historic context of "Historic Bridges in South Dakota, 1893-1943" and is classified with the associated property type for iron and steel frame bridges. This bridge is individually eligible for the National Register under Criterion A as a representative example of important patterns of bridge construction in South Dakota during the 1890s and through the first two decades of the 20th century, in which a different out-of-state bridge builder tended to dominate bridge construction in each county. It is also eligible for the National Register under Criterion C as the longest bridge in Lawrence County by long term county bridge building firm, the Standard Bridge Company. The bridge retains good integrity.

Around the turn of the 20th century, the homesteading boom west of the Missouri River coupled with the expanded agri-business east of the river led to an increased demand for reliable bridges in South Dakota. Accompanying the increase in bridge construction was the emergence of a pattern of business wherein almost every county in the state seemed to be dominated by a different bridge builder. This pattern began to be evident in the late-19th century. It grew even stronger after the turn of the century when the counties began turning to the system of awarding annual contracts for bridge work. Most typically, the counties awarded annual contracts to the same firm year after year. This relationship between the counties and the bridge firms was probably due to "pooling," an illegal but common practice across the country at this time. Under pooling arrangements, various bridge-building firms agreed to divide states among themselves, assigning particular counties to specific firms. Most such firms operating in South Dakota at this time were based out-of-state. This pattern of business remained strong in South Dakota until about 1920 when the State Highway Commission strengthened its control over bridge construction practices in the counties.

The activities of the Standard Bridge Company are typical of bridge-building business in South Dakota during this era. The Standard Bridge Company was organized in Omaha by Robert Z. Drake in 1900. Drake was born and educated in Kansas and began building bridges in the early 1890s when he was in his early twenties. Besides working as a contractor, he was an innovator in developing a configuration of steel pilings for bridge substructures and the transverse joist bridge. He also developed

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8. Significance (continued)

standardized plans for truss bridges that were widely used in Nebraska and elsewhere.

The Standard Bridge Company built bridges in Lawrence County from at least 1908 through at least 1910. The Company was awarded the annual bridge building contract in Lawrence County in 1910, the year that Bridge No. 41-096-011 was built. With a single span of 70 feet, this is the longest bridge to survive in Lawrence County.

9. Bibliography

South Dakota Structure Inventory and Appraisal Sheet, 8/2/88, page 442.

Lawrence County Proceedings of the Board of Roads and Bridges, Book 2, pages 89 - 91.

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: see below Date Listed: 12/09/93

Property Name: see below

County: see below State: South Dakota

Historic Bridges in South Dakota MPS
Multiple Name

The following properties are listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

December 9, 1993
Date of Action

Amended Items in Nomination:

Section 3/8. State Certification/Statement of Significance. Certifying official has considered the significance of the following properties to be of state significance.

Reference No.	Property	County
93001295	Capa Bridge	Jones County
93001287	Chilson Bridge	Fall River County
93001308	Eighth Street Bridge	Minnehaha County
93001298	Esmond Bridge	Kingsbury County
93001317	Hall Bridge	Spink County
93001274	Hay Creek Bridge	Butte County
93001264	Kemp Avenue Bridge	Codington County
93001266	Larson Bridge	Codington County
93001277	Minnesela Bridge	Butte County
93001268	Old Cochrane Bridge	Deuel County
93001281	Red Shirt Bridge	Custer County
93001300	Redwater Bridge, Old	Lawrence County

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93001269	South Dakota Dept. of Transportation Bridge No. 03-338-100	Beadle County
93001260	South Dakota Dept. of Transportation Bridge No. 03-020-008	Beadle County
93001261	South Dakota Dept. of Transportation Bridge No. 03-327-230	Beadle County
93001270	South Dakota Dept. of Transportation Bridge No. 05-028-200	Bon Homme county
93001271	South Dakota Dept. of Transportation Bridge No. 05-032-170	Bon Homme County
93001272	South Dakota Dept. of Transportation Bridge No. 05-138-080	Bon Homme County
93001273	South Dakota Dept. of Transportation Bridge No. 05-255-130	Bon Homme County
93001276	South Dakota Dept. of Transportation Bridge No. 10-112-355	Butte County
93001275	South Dakota Dept. of Transportation Bridge No. 10-109-360	Butte County
93001278	South Dakota Dept. of Transportation Bridge No. 12-503-230	Charles Mix County
93001265	South Dakota Dept. of Transportation Bridge No. 15-210-136	Codington County
93001279	South Dakota Dept. of Transportation Bridge No. 16-570-054	Carson County
93001280	South Dakota Dept. of Transportation Bridge No. 17-289-107	Custer County
93001282	South Dakota Dept. of Transportation Bridge No. 18-040-137	Davison County
93001283	South Dakota Dept. of Transportation Bridge No. 18-060-202	Davison County
93001284	South Dakota Dept. of Transportation Bridge No. 18-100-052	Davison County
93001285	South Dakota Dept. of Transportation Bridge No. 18-142-150	Davison County
93001286	South Dakota Dept. of Transportation Bridge No. 20-153-210	Deuel County
93001288	South Dakota Dept. of Transportation Bridge No. 25-218-141	Faulk County
93001262	South Dakota Dept. of Transportation Bridge No. 25-380-142	Faulk County
93001289	South Dakota Dept. of Transportation Bridge No. 27-000-201	Gregory County
93001290	South Dakota Dept. of Transportation Bridge No. 27-060-298	Gregory County

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93001291	South Dakota Dept. of Transportation Bridge No. 29-221-060	Hamlin County
93001292	South Dakota Dept. of Transportation Bridge No. 29-279-010	Hamlin County
93001293	South Dakota Dept. of Transportation Bridge No. 30-257-400	Hand County
93001294	South Dakota Dept. of Transportation Bridge No. 31-115-110	Hanson County
93001297	South Dakota Dept. of Transportation Bridge No. 39-006-070	Kingsbury County
93001299	South Dakota Dept. of Transportation Bridge No. 39-176-100	Kingsbury County
93001301	South Dakota Dept. of Transportation Bridge No. 44-028-220	McCook County
93001302	South Dakota Dept. of Transportation Bridge No. 44-212-090	McCook County
93001303	South Dakota Dept. of Transportation Bridge No. 47-215-363	Meade County
93001263	South Dakota Dept. of Transportation Bridge No. 47-151-389	Meade County
93001305	South Dakota Dept. of Transportation Bridge No. 48-244-204	Melette County
93001306	South Dakota Dept. of Transportation Bridge No. 49-095-190	Miner County
93001267	South Dakota Dept. of Transportation Bridge No. 50-200-035	Minnehaha County
93001310	South Dakota Dept. of Transportation Bridge No. 56-090-096	Sanborn County
93001312	South Dakota Dept. of Transportation Bridge No. 56-174-090	Sanborn County
93001311	South Dakota Dept. of Transportation Bridge No. 56-117-123	Sanborn County
93001313	South Dakota Dept. of Transportation Bridge No. 58-010-376	Spink County
93001314	South Dakota Dept. of Transportation Bridge No. 58-021-400	Spink County
93001315	South Dakota Dept. of Transportation Bridge No. 58-025-370	Spink County
93001316	South Dakota Dept. of Transportation Bridge No. 58-062-270	Spink County
93001318	South Dakota Dept. of Transportation Bridge No. 58-120-231	Spink County
63001319	South Dakota Dept. of Transportation Bridge No. 58-140-224	Spink County

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63001320	South Dakota Dept. of Transportation Bridge No. 58-218-360	Spink County
63001321	South Dakota Dept. of Transportation Bridge No. 62-220-512	Tripp County
63001322	South Dakota Dept. of Transportation Bridge No. 64-061-199	Union County
93001309	Split Rock Park Bridge	Minnehaha County
93001304	Stamford Bridge	Miner County
93001307	Summit Avenue Viaduct	Minnehaha County
93001296	Van Metre Bridge	Jones County

Section 8: Applicable Criteria

93001266 Larson Bridge Codington County

Criterion C should be checked and not A to be consistent with bridge's significance in engineering for its method of construction.

Section 8: Period of Significance

93001266 Larson Bridge Codington County

Period of significance is amended to read "1917" to indicate date of construction and to be consistent with significance in engineering.

93001281 Red Shirt Bridge Custer County

Period of significance is amended to read "1943-1944" to cover the period of construction.

93001278 South Dakota Dept. of Transportation Bridge No. 12-503-230
Faulk County

Due to typographical error, period of significance is corrected to read " 1920-1943."

93001265 South Dakota Dept. of Transportation Bridge No. 15-210-136
Codington County

Period of significance is amended to read "1917" since significance is under criterion C in engineering and the date of construction should be entered.

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93001262 South Dakota Dept. of Transportation Bridge No. 25-380-
142 Faulk County

Period of significance is amended to read "1902" because the area of significance is engineering and the period of significance should be based on the date of construction. The bridge was moved from its original site in 1955.

Section 8: Date of Significance

93001308 Eighth Street Bridge Minnehaha County

"1977" is deleted because the date lies outside the period of significance.

93001317 Hall Bridge Spink County

"1904" is deleted because bridge is significant under criterion C for engineering and the move in 1904 falls outside the period of significance which is based on the date of construction and does not appear to have particular importance.

93001286 South Dakota Dept. of Transportation Bridge No. 20-153-
210 Deuel County

"1960" is deleted because the date lies outside the period of significance.

93001262 South Dakota Dept. of Transportation Bridge No. 25-380-
142 Faulk County

"1955" is deleted because the date lies outside the period of significance.

93001302 South Dakota Dept. of Transportation Bridge No. 44-212-
090 McCook County

"1960" is deleted because the date lies outside the period of significance.

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93001267 South Dakota Dept. of Transportation Bridge No. 50-200-
035 Minnehaha County

"1935" is deleted because the date lies outside the period of significance which is based on the date of construction.

93001311 South Dakota Dept. of Transportation Bridge No. 56-117-
123 Sanborn County

"1905" is deleted because the date lies outside the period of significance and does not appear to have particular importance.

Melissa Dirr, architectural historian, of the South Dakota State Historic Preservation Office was notified of the above-mentioned amendments by telephone on December 09, 1993.

DISTRIBUTION:

**National Register property file
Nominating Authority (without nomination attachment)**