



United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16).

1. Name of Property

historic name Deering Bridge
other name/site number School Creek Bridge; NEHBS Number CY00-11

2. Location

street & number county road over School Creek
city, town 2 miles north, 2 miles east of Sutton
state NE county Clay code 035 zip code 68979

3. Classification

Ownership of Property Clay County
Category of Property structure
Number of Resources within Property
Contributing 0
Noncontributing 0 buildings
0 sites
1 structures
0 objects
1 Total

Number of contributing resources previously listed in the National Register: 0
Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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.

Signature of certifying official Bob Ruschenberg DSHPS
Date 5/6/92
State or Federal agency and bureau Nebraska State Historical Society

In my opinion, the property meets does not meet the National Register Criteria.

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
determined eligible for the National Register
determined not eligible for the National Register
removed from the National Register
other (explain:)

Signature of the Keeper Melrose Byers
Date of Action 6/29/92

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**6. Function or Use**

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Historic Function (enter categories from instructions)  
TRANSPORTATION/road-related

Current Function (enter categories from instructions)  
TRANSPORTATION/road-related

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**7. Description**

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Architectural Classification (enter categories from instructions)  
OTHER /concrete filled spandrel arch

Materials (enter categories from instructions)  
foundation N/A  
walls N/A  
roof N/A  
other N/A

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Describe present and historic physical appearance.

Located northeast of Sutton, the Deering Bridge spans School Creek in a rural Clay County setting that has changed little since the structure's period of significance. Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Deering Bridge today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structure follows:

span number:	1	construction date:	1916
span length:	50.0'	construction cost:	unknown
total length:	53.0'	current condition:	excellent
roadway wdt.:	15.7'	alterations:	none

superstructure: concrete filled spandrel arch  
substructure: concrete abutments and wingwalls  
floor/decking: concrete deck over earth fill  
other features: solid concrete parapet with incised lines forming rectangular panels; corbeled stringcourse

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## 8. Statement of Significance

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

	statewide
Applicable National Register Criteria	C
Criteria Considerations (Exceptions)	N/A
Areas of Significance	Engineering
Period of Significance	1916 (The period of significance is derived from the original construction date.)
Significant Dates	1916
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Nebraska Bureau of Roads and Bridges
(Builder)	Lincoln Construction Company, Lincoln NE

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

On May 13, 1916, the Clay County board advertised for bids "upon bridges per plans submitted by the State Engineer at the request of the Board." Included in this group of structures was this 50-foot span, called the Deering Bridge. A month later the board awarded the contract to the Lincoln Construction Company of Lincoln, Nebraska, and announced that "the cement arch type of bridge was selected for all construction under this contract." In addition to the initial plans prepared for bidding purposes, the state also completed plans for the Deering Bridge in October 1916. One set of drawings showed a 50-foot concrete arch with solid concrete parapets and sunken rectangular panels. Another plan showed a 50-foot riveted truss on concrete abutments which was never built. In November 1916, the state engineer stated: "In my estimation the two bridges just completed near Sutton are good examples of concrete arch construction and there is no reason why all work should not be as good." The Deering Bridge appears to have been one of the Sutton Bridges referred to by the engineer. The bridge is still in excellent condition and has retained a high degree of physical integrity.

From the 1890s until 1909, the Clay County board built primarily timber bridges in the county. In 1910, however, the county secured plans for steel bridges from the state engineer and began to include steel bridge construction in its annual contracts. After discovering poor workmanship and fraud on its steel bridges in 1912, the board turned to the Nebraska State Engineer for assistance. That year the county requested plans from the state for its first concrete bridge - a 32-foot arch to be built in Lone Tree Township. Throughout the 1910s and 1920s, Clay County relied exclusively on the state for plans for both steel and concrete spans. Although the county board continued to accept bids on - and even build - steel bridges, it consistently chose concrete over steel. As the longest and best example among the small-scale concrete structures remaining in the county, the Deering Bridge is significant for its representation of this construction trend.

For further contextual information regarding bridge building in Nebraska, registration requirements, and property types, see related multiple property listing "Highway Bridges in Nebraska, 1870 - 1942."

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**9. Major Bibliographical References**

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Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number C001804915; State Board of Irrigation, **Tenth Biennial Report**, 1912-14, pages 231-34; refer to the following plans stored in Bridge Division, Nebraska Department of Roads: "50-Foot Concrete Arch. East side Section 25, School Creek Township. Deering Bridge," 6 October 1916, plan number 577; "50-Foot Span. Foundation. East side, Section 25, School Creek Township," 11 October 1916, plan number 575; Proceedings of the Clay County Commissioners, located in Clay County Courthouse, Clay Center, Nebraska, refer to the following entries in Book 7: 13 May 1916 (page 468), 16 June 1916 (page 479), 3 November 1916 (page 504); field inspection by Jeffrey A. Hess, 23 April 1989.

\_\_\_ See continuation sheet

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

State historic preservation office  
\_\_\_ Other State agency  
\_\_\_ Federal agency  
\_\_\_ Local government  
\_\_\_ University  
\_\_\_ Other (specify repository:)

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**10. Geographical Data**

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Acreage of Property    less than one acre  
Cadastral Reference    S25, T8N, R5W  
USGS Quadrangle        Bixby (7.5 Minute Series, 1969)  
UTM References         zone 14    easting 599420    northing 4499300

\_\_\_ See continuation sheet

**Verbal Boundary Description**

The nominated property is a rectangular shaped parcel measuring 53 feet by 17.7 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

\_\_\_ See continuation sheet

**Boundary Justification**

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but do not exceed, all of the property that has been historically associated with this bridge.

\_\_\_ See continuation sheet

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**11. Form Prepared By**

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