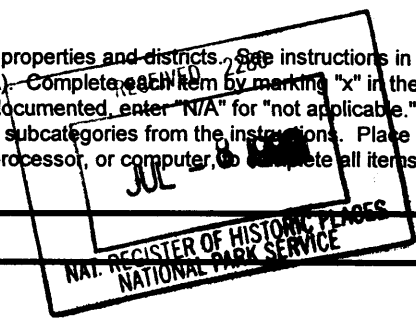


United States Department of the Interior
National Park Service

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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 Old Yankton Bridge
other names/site number South Dakota Dept. Trans. Br. No. 50-190-239

2. Location

street & number Old Yankton Road over the Big Sioux River not for publication
city or town Sioux Falls vicinity _____
state South Dakota code SD county Minnehaha code 099 zip code _____

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

07-01-99
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

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:)

for
Signature of the Keeper Date of Action
Edson H. Beall 8/5/99

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: Pedestrian-Related

7. Description

Architectural Classification (Enter categories from instructions)

Other: Parker Through Truss

Materials (Enter categories from instructions)

foundation Concrete
roof _____
walls _____
other Metal: 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)

Commerce
Engineering

Period of Significance

1895-1949

Significant Dates 1895

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder Hewett, S.M.

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

Old Yankton Bridge
Name of Property

Minnehaha County, South Dakota
County and State

Property Owner

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

name _____
street & number _____ telephone _____
city or town _____ state SD zip code _____

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.

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Narrative Description

The Old Yankton Bridge is located in at the extreme south edge of the City of Sioux Falls at the Lincoln County line, where it carried the Old Yankton Road over the Big Sioux River. The structure is a pin connected Parker through-truss with a single metal-stringer approach span on the north and south ends. The overall length is 172 feet with a deck width of 16.2 feet. It carries a 15.8 ft roadway with no sidewalks across the River.

The substructure consists of tubular steel plate piers supporting the main span and concrete wing wall abutments for the approaches. The superstructure of the 149 foot main span is comprised as follows: the upper chords are built of back-to-back channels with a continuous steel plate riveted to the top and V-laced bars riveted below; the lower chords of the first and second panels on each end are built of back-to-back channels with V-laced bars riveted above and below; the diagonals are punched eyebars and the counters are forged round rods with turnbuckles. The floor system consists of metal I-beam stringers bolted to metal I-beam floor-beams which are suspended from lower-chord pins with bolted and riveted gusset-plate hangers. The deck is an open metal grid. The railings are two angles with cross lattice.

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The Old yankton Bride is being 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 the "Historic Bridges of South Dakota, 1893-1942" and is classified with the associated property type for reinforced concrete highway bridges. This bridge is individually eligible for the National Register under Criterion A for its role as an important river crossing. It is also eligible under Criterion C for its association with an important 19th century bridge fabricator, S.M. Hewett; and because it was built during the 1890s, the period of transition from the use of wrought iron to the use of steel.

The Old Yankton Bridge was built at a site known as the "Yankton Crossing" where the Yankton-Sioux Falls road crosses the Big Sioux River. Prior to the construction of the Old Yankton Bridge, there was another bridge at this site, as early as 1882-83, when the county commissioners authorized construction of a bridge of unknown design, "to be erected and constructed upon substantial stone abutments laid in cement."

In 1895 the existing bridge was deemed unsafe and closed, pending construction of a new "Class F" bridge to be carried on "iron tubes." This evidence suggests that the new bridge is the present structure. The bridge builder was S.M. Hewett, an important 19th century bridge fabricator.

In the 1870s, Seth Maurice Hewett was lumberman and a small time builder of wooden bridges in Hamburg, Iowa. Noting that as the Midwest developed there was a constant need for more bridges. Approximately in 1882, he moved to Minneapolis to work exclusively in the bridge building business. For a brief period from 1883 to 1884, Hewett formed a bridge contracting partnership with Commadore Jones, another pioneering bridge builder from Minnesota, but the partnership dissolved, with Hewett eventually establishing his own S.M. Hewett and Company in 1887. S.M. Hewett held the annual contracts to build all bridges in Minnehaha County from 1893 through 1897, with the exception of 1896, when the annual contract was awarded to the Toledo Bridge Company. The Old Yankton Bridge was built in 1895.

The Old Yankton Bridge is a pin-connected Parker through truss, and as such represents a rare example of a type. Prior to 1920, the pin-connected Pratt truss was the most widely used through truss in the state. Parker through truss spans, a variation of the Pratt truss, were not commonly used until after 1920, and were characterized by riveted rather than pin-connections. The pin-connected Parker, therefore, represents an uncommon bridge type of which only three were identified in South Dakota.

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Built during the 1890's, the Old Yankton Bridge is also associated with a period which saw the first extensive use of steel for bridge construction in South Dakota. By the early 1890's, wrought iron had become the standard structural type for long-span bridges in South Dakota. However, as the decade proceeded, the adoption of the Bessemer converter made possible the production of large amounts of steel at low cost. Yet, bridge builders used Bessemer steel in only limited quantities. Not until large scale open hearth steel production began in the 1890s did steel become the preferred material for structural members in truss bridges. Wrought iron virtually disappeared from bridge work in the mid-1890s and by 1894, virtually all bridges in the United State were being built of steel.

Bibliography:

Minnehaha County Commissioners Records, April 4, 1882.

Minnehaha County Commissioners Records, February 7, 1895.

Dana R. Bailey, History of Minnehaha County, South Dakota (Sioux Falls: Brown and Saenger Printers, 1899), pp. 61-66.

Verbal Boundary Description:

The nominated property consists of a rectangle, 21 feet wide by 177 feet long, whose vertices coincide with the outside corners of the bridge abutments at each end of the bridge, and includes only the bridge superstructure and 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.