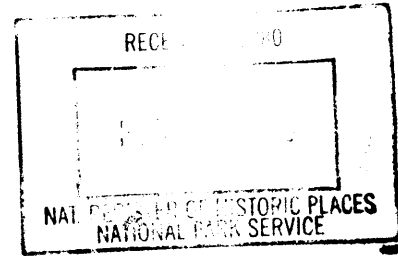


United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

187



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 N/A

other names/site number South Dakota Dept. of Trans. Br. No. 07-304-414

2. Location

street & number Local road over Ferney Ravine not for publication   
city or town Ferney vicinity   
state South Dakota code SD county Brown code 013 zip code 57439

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. Voigt 01-24-2000  
Signature of certifying official Date

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 this property is:

*Edson H. Beall* 3/9/00

- 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 Keeper Date of Action

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>      </u>	<u>      </u> buildings
<u>      </u>	<u>      </u> sites
<u>  1  </u>	<u>      </u> structures
<u>      </u>	<u>      </u> objects
<u>  1  </u>	<u>      </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

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6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: road-related (Vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: road-related (Vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Other: concrete culvert  
\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation concrete  
roof \_\_\_\_\_  
walls \_\_\_\_\_  
\_\_\_\_\_  
other concrete  
\_\_\_\_\_

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

Engineering \_\_\_\_\_  
 Politics/Government \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Period of Significance 1923-1942  
 \_\_\_\_\_  
 \_\_\_\_\_

Significant Dates 1923  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person N/A

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

Architect/Builder Designer: South Dakota State Highway Commission  
Builder: H. Pinkus Construction Co.

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

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9. Major Bibliographical References

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(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



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Property Owner
=====

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

name \_\_\_\_\_
street & number \_\_\_\_\_ telephone \_\_\_\_\_
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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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**

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**Description**

Bridge no. 07-304-060 is located .6 miles north and .4 mile east of Ferney and carries a local road over Ferney Ravine. This 26-foot, three span, concrete culvert bridge is reinforced by square steel bars with transverse ribs. The bridge has solid parapet railing with one recessed panel for each of the three spans. The concrete bridge abutments have wing walls.

This bridge retains excellent integrity.

**Statement of Significance**

Bridge no. 07-304-414 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, 1893-1942" 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 association with the early designs of the South Dakota State Highway Commission (SHC). Bridges designed by the SHC, such as this one, represent the efforts of state government to improve the quality of bridge construction in South Dakota and break the hold the bridge building companies had on local governments. The bridge is also National Register eligible under Criterion C as an example of an early standardized design developed by the SHC. Bridge no. 07-304-414 retains excellent integrity.

Prior to about 1920, South Dakota lacked a coordinated statewide system to control the quality and costs of bridge work in the state. Most of its counties and townships independently carried out their bridge building projects, with little coordination except for sharing costs for an occasional county-line road or bridge. Within each county, the commissioners determined the location, need, and plans and specifications for new bridges with little, or as in most cases, no technical expertise themselves or outside technical assistance. Each county seemed to be dominated by a bridge company different from neighboring counties, with the same company receiving bridge contracts in the same county year after year. This was mostly likely due to illegal "pooling" arrangements under which various bridge-building firms agreed to divide states among them, assigning particular counties to specific firms.

In 1919, however, the state government actively intervened to improve the quality of bridge construction in South Dakota. At this time, the South Dakota State Highway Commission (SHC) established a bridge department, hired a bridge engineer, and gave him responsibility for designing all state and county bridges and supervising the bidding process for bridge construction contracts. The first bridge engineer for the State of South Dakota was John E. Kirkham, a professor of



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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8, 9, 10 Page 2

engineering at Iowa State at Ames and consulting engineer to the Iowa State Highway Commission, among the most innovative state highway departments in the country at the time. In South Dakota, Kirkham sought to reduce the cost of bridge construction and maintenance. He accomplished this in part by developing a series of standardized bridge plans which were especially suited to South Dakota's conditions of climate, terrain, and rural traffic needs.

One of Kirkham's plans was for concrete box culvert, which was more durable and required less maintenance than the types that had been in use. "[B]y scientific designing," the amount of concrete required for concrete box culverts had been reduced at a savings of \$500,000 to the counties. The single, double, triple, and quadruple culverts included a two and one-half foot handrail for safety and aesthetics.

Bridge no. 07-304-414 is an excellent representative example of the several early SHC-designed concrete box culverts, which survive in South Dakota. The H. Pickus Construction Company using standard SHC plans built this bridge in 1923.

**Bibliography**

Brown County "Brown County Bridges," n.d., Bridges no. 356, Highway Superintendent's Office, Brown County Courthouse, Aberdeen.

**Verbal Boundary Description**

The nominated property consists of a rectangle, 30 feet wide by 31 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.