



**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 Edson H. Beall Date of Action 5/30/02

**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

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**6. Function or Use**

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

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

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

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

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**7. Description**

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

Other: Concrete/Steel Stringer  
\_\_\_\_\_  
\_\_\_\_\_

**Materials** (Enter categories from instructions)

foundation Concrete  
roof \_\_\_\_\_  
walls \_\_\_\_\_  
other Concrete, 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)

Engineering \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Period of Significance**

1939 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Name of Property

County and State

Significant Dates 1939

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

Cultural Affiliation N/A

Architect/Builder Unknown

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

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

Name of repository:

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**10. Geographical Data**

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**Acreage of Property** Less than 1 acre

**UTM References**

(place additional UTM references on a continuation sheet.)

1	<u>14</u>	<u>594075</u>	<u>4809410</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </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

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**11. Form Prepared By**

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name/title Lynda B. Schwan  
organization SD SHPO date February 10, 2002  
street & number 900 Governors Drive telephone 605-773-6056  
city or town Pierre state SD zip code 57501

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**Additional Documentation**

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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)

**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.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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## Architectural Description

Built on a rural country road, Bridge No. 34-140-046 carries a paved road across Pony Creek approximately 2 miles west of Milltown. The structure consists of 1 span measuring approximately 26 feet wide by 42 feet long. The substructure consists of seven steel stringers with outer concrete girders on either side. All of the substructure elements supports a concrete deck. On either side of the 24 foot road bed is a historic concrete balustrade guardrail of a standard state design. The guardrails have three identical sections. Each end of the balustrade has a short column. Between the columns are 42 oval openings in a continuous row. The abutments and backwalls of the bridge are historic poured concrete.

## Statement of Significance

Bridge Number 34-140-046 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 Steel Stringer and Steel Girder Bridges. The bridge is individually eligible for the National Register under Criterion C as an excellent example of the Concrete/Steel Stringer bridge type.

After the Civil War, the invention of the Bessemer process to produce steel and methods to roll it made the I-Beam an increasingly popular building material. It was not until after the turn of the century that I-Beams gained acceptance in bridge construction for use in short span applications, supplanting timber stringers. Through the 1920s, standard I-Beam sections generally limited the use of steel stringer bridges to 40 feet but they were seldom seen in spans exceeding 30 feet. For longer spans, steel girder bridges were used. A steel girder is often built up of steel plates and angle sections.

Edward Kirkham, South Dakota's first bridge engineer, developed plans for standardized steel stringer bridges during his first year with the State Highway Commission. He designed steel stringer bridges incorporating concrete balustrade railings into the bridge. He also encased the outermost I-Beams in concrete to address aesthetic objections to steel stringer bridges.



United States Department of the Interior  
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SD DOT Bridge Number 34-140-046 represents the standard design of the State Highway Commission. It features the concrete balustrade railings and the encased outermost I-Beams in concrete. It is also significant in that this bridge type was used specifically for shorter spans across the United States, which this span does in Hutchinson County.

As South Dakota Bridge Number 34-140-046 retains complete design integrity and all building materials are intact, the bridge is eligible under Criterion C for the National Register of Historic Place. It is excellent example of the Concrete and Steel Stringer design.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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## Bibliography

RTI. *Historic Bridges of South Dakota*. November 1990.

## Verbal Boundary Description

The nominated property consists of a rectangle, 26 feet by 42 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.