

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 3 Page 1

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)**

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

RECEIVED

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: N/A

other name/site number: South Dakota Dept. of Trans. Br. No. 58-120-231

=====

2. Location

street & number: Local road over the James River

not for publication:

city/town: Redfield

vicinity: X

state: SD county: Spink

code: 115 zip code: 57469

=====

3. Classification

Ownership of Property: public-local

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

Date

10/12/93

State or Federal agency and bureau

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 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):

McClelland 12/9/93

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 through 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: 1904 - 1943

Significant Dates : 1904 _____

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Iowa 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
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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 # _____

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: South Dakota Department of Transportation

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 10. Geographical Data
 =====

Acreeage of Property: less than 1 acre

UTM References: Zone Easting Northing Zone Easting Northing

Latitude: 45o 54' 38"
 Longitude: 98o 28' 22"

See continuation sheet.

Verbal Boundary Description: See continuation sheet.

The nominated property consists of a rectangle, 23 feet wide by 216 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: See continuation sheet.

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.

=====
 11. Form Prepared By
 =====

Name/Title: Jennifer Traeger/Historian and Fred Quivik/Architectural Historian

Organization: Renewable Technologies, Inc.

Date: August 1990/9-93

Street & Number: 510 Metals Bank Bldg.

Telephone: (406)782-0494

City or Town: Butte

State: MT ZIP: 59701

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CONTINUATION SHEET

Section number 7 Bridge No. 58-120-231 Page 6
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Bridge no. 58-120-231 is located 1.9 miles north and 2 miles east of Redfield and carries a local bridge over the James River. The bridge is composed of three spans: one pin-connected Pratt through truss, one riveted Warren Pony truss, and one steel stringer approach span. The 119-foot, steel, pin-connected, Pratt through truss rests on concrete piers. The steel, riveted, Warren pony truss rests on an I-beam abutment and the steel stringer approach span rests on a standard State Highway Commission concrete abutment. The superstructure of the Pratt through truss is composed as follows: the upper chords are two channel sections riveted with a continuous cover plate along the upper flanges and with lacing bars along the lower flanges; the lower chords are punched steel eyebars; the hip verticals are two channel sections riveted with lacing bars; the other verticals are two channel sections riveted with lacing bars; the diagonals are punched steel eyebars and the counters are forged square rods with turnbuckles. The corrugated steel deck with gravel overlay rests on I-beam stringers which in turn sit atop I-beam floor beams. The floor beams are riveted to the vertical members below the lower chord. The portal bracing consists of paired angle sections, while the sway bracing consists of lacing bars riveted between two pair of angle sections. Top and bottom lateral bracing is provided by round rod cross-braces. Railings are angle and channel sections.

The superstructure of the Warren pony truss is composed as follows: the upper chords are two channel sections riveted with a continuous cover plate along the upper flanges and with batten bars along the lower flanges; the lower chords are two angle sections riveted with batten plates; the vertical members and diagonals are two angle sections riveted with batten plates. The corrugated steel deck with gravel overlay rests on I-beam stringers which in turn sit atop I-beam floor beams. The floor beams are riveted to gusset plates below the lower chord.

The addition of the Warren pony truss is evidence of the evolution of bridge construction at this site. The bridge retains excellent integrity.

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CONTINUATION SHEET

Section number 8

Bridge No. 58-120-231

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Bridge no. 58-120-231 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 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 oldest pin-connected Pratt through in Spink County built by the Iowa Bridge Company, a long-term bridge building firm in the county. The bridge retains excellent 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 county.

The activities of the Iowa Bridge Company of Des Moines are typical of the bridge building business in South Dakota during this era. The President of the company was James S. Carpenter, who had been a travelling agent for the N.M. Stark Company of Des Moines in the 1890s. Carpenter started the Iowa Bridge Company in Des Moines in about 1902 and was immediately successful in obtaining annual bridge contracts in South Dakota counties such as Bon Homme, Brookings, and Sanborn where his former employer had been active. During the first two decades of the 20th century, the company became the most active bridge-builder to operate in

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Section number 8 & 9 Bridge No. 58-120-231 Page 8
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8. Significance (continued)

South Dakota and dominated bridge contracts in at least 11 counties. It held the annual contract in Spink County from 1903 through 1921.

The main span of Bridge No. 58-120-231, a pin-connected Pratt through truss, was built by the Iowa Bridge Company in 1904. This project recorded 19 bridges built by the Iowa Bridge Company in Spink County, of which 3 were pin-connected Pratt through trusses. Because it is the oldest of these three, this bridge has been selected as a significant representative example of this type. The Warren truss was added at a later date.

9. Bibliography

Bridge Plaque