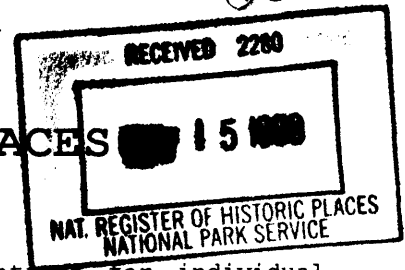


United States Department of the Interior  
National Park Service



# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations 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 Bridge No. 5083  
other names/site number N/A

### 2. Location

street & number Mn. Hwy. 19 over Redwood River  
not for publication N/A  
city or town Marshall vicinity N/A  
state Minnesota code MN county Lyon code 083  
zip code 56258

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x 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 x meets      does not meet the National Register Criteria. I recommend that this property be considered significant      nationally      statewide x locally. (      See continuation sheet for additional comments.)

Ian R. Stewart Signature of certifying official 4/27/88 Date  
Ian R. Stewart, Deputy State Historic Preservation Officer  
State or Federal agency and bureau Minnesota Historical Society

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  
     State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is

*Edson A. Beall*

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):

*6/29/96*

*Beall*

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>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 N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Reinforced-Concrete Highway Bridges in Minnesota

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**6. Function or Use**

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Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

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

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

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

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**7. Description**

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Architectural Classification (Enter categories from instructions)

OTHER: concrete girder  
\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation (Substructure) CONCRETE  
roof \_\_\_\_\_  
walls \_\_\_\_\_  
\_\_\_\_\_  
other (Superstructure) CONCRETE  
\_\_\_\_\_

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

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**8. Statement of Significance**

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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

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Period of Significance 1931

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Significant Dates 1931

Significant Person (Complete if Criterion B is marked above)

\_\_\_\_\_

Cultural Affiliation \_\_\_\_\_

\_\_\_\_\_

Architect/Builder Contractor/Builder: Guaranty Construction Company  
Designer: Minnesota Highway Department

Narrative Statement of Significance (Explain the significance of the property on one or more 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

X Other State agency

\_\_\_ Federal agency

\_\_\_ Local government

\_\_\_ University

\_\_\_ Other

Name of repository: Minnesota Department of Transportation

10. Geographical Data

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	15	278390	4925350	3	_____	_____
2	___	_____	_____	4	_____	_____

\_\_\_ See continuation sheet.

Marshall, Minn., 1963, photo revised 1994

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

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**11. Form Prepared By**

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name/title Jeffrey A. Hess, Historian  
organization Hess, Roise and Company  
street & number The Foster House, 100 North First Street  
city or town Minneapolis state MN zip code 55401  
telephone (612) 338-1987  
date September 1997

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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)

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**Property Owner**

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(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**

Section   7   Page   1     Bridge No. 5083    
name of property  
  Lyon County, Minnesota    
county and state

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**Description**

Carrying Minnesota Trunk Highway 19 (formerly Trunk Highway 14) over the Redwood River in the center of Marshall, Bridge No. 5083 stands between a residential neighborhood on the south and the city's main park on the north. Displaying a skewed alignment, the bridge consists of two, 37-foot, deck, concrete-girder spans on a concrete substructure. Eight lines of girders support the concrete deck, which accommodates a 40-foot, bituminous-surfaced roadway and two concrete sidewalks bordered by ornamental, open-balustrade, metal railings with concrete posts. Each railing supports two metal light standards detailed in the Classical Revival Style with consoles, fluting, and acanthus leaves. Metal plates on the northwest and southeast endposts bear the following inscription: "Minnesota Highway Department Bridge No. 5083 1931." Plans for Bridge No. 5083, dated 1931, are on file with the Minnesota Department of Transportation. These drawings indicate that the bridge still embodies its original design. The main repair on the structure was a re-decking project in the early 1980s, which did not affect its historical integrity.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8 Page 1 Bridge No. 5083  
name of property  
Lyon County, Minnesota  
county and state

---

**Summary of Significance**

In 1930, the Minnesota Highway Department turned its attention to improving State Trunk Highway 14 (later renumbered Trunk Highway 19) in southwest Minnesota. Although the route was designated in 1921 as part of the state's original trunk highway system, the section in Lyon County had not yet been paved, nor had a permanent location for the highway been selected in the city of Marshall, the county seat. In January 1931, the highway department offered the city two possible alignments: one skirting the city on the north, the other bisecting the city near the business district. Although both the city council and the chamber of commerce favored the downtown route, there were misgivings because the proposed alignment cut through the city's main park on the bank of the Redwood River. In a series of public meetings, the highway department assuaged these concerns by demonstrating that the highway would claim relatively few trees in the park and that the new river crossing, to be designated as Bridge No. 5083, would be a suitably ornamental structure. Civic leaders were so impressed with the park bridge's design that they persuaded the highway department to apply it to a second Redwood River crossing, designated as Bridge No. 5151, that was to be built on Trunk Highway 19 on the western outskirts of the city. Because of its more remote location, Bridge No. 5151 had originally been planned as a simple utilitarian structure.

In designing Bridge No. 5083 and Bridge No. 5151, the highway department adapted a basic plan it had developed in the late 1920s for urban trunk highway bridges, whether steel or concrete. In the case of the two Marshall bridges, the design was applied to a two-span, concrete, deck-girder superstructure. The bridges were built under separate contracts, both secured from the state on a low-bid basis by Guaranty Construction Company of Minneapolis. Bridge No. 5083 was completed at a cost of \$23,277 in October 1931; Bridge No. 5151, slightly more expensive at \$26,496, opened to traffic the following December. With the



United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section   8   Page   2     Bridge No. 5083    
name of property  
  Lyon County, Minnesota    
county and state

---

completion of the second project, the city's newspaper announced that "there are now two beautiful bridges on Highway 14 in Marshall, one at each end of the highway's route through the city."

Although the state highway department applied its ornamental urban bridge design to numerous trunk highway crossings before World War II, it is now rare to find good surviving examples of the type. In the post-war decades, road-widening projects eliminated sidewalks and railings, obsolescence (and vandalism) claimed lighting fixtures, and bridge-replacement projects did away with entire crossings. Bridge No. 5083 and Bridge No. 5151 in Marshall are among the few surviving, intact examples of the design.

Bridge No. 5083 is eligible for the National Register for its architectural design under Criterion C, within the historical context of "Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945." The Multiple Property Documentation Form associated with this context states, in Registration Criterion 5, that a concrete highway bridge may be eligible under Criterion C if it displays notable aesthetics. Bridge No. 5083 satisfies this criterion.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section   9   Page   1     Bridge No. 5083    
name of property  
  Lyon County, Minnesota    
county and state

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**Bibliography**

*Published Sources*

- "Business Men Hear Report on Highway Status." *Marshall News Messenger*, 9 January 1931.
- "Business Men Vote 66 to 11 for Park Route." *Marshall News Messenger*, 23 January 1931.
- "Highway Route Through Park Will Be Shown Next Monday." *Marshall News Messenger*, 16 January 1931.
- "New Bridge Opened to Traffic Saturday." *Marshall News Messenger*, 23 December 1931.
- "New Bridge Will Be Twin to One at Park." *Marshall News Messenger*, 25 September 1931.
- "Park Route Favored by City Council." *Marshall News Messenger*, 6 March 1931.
- "Paving Work in County Will Total 26 Miles." *Marshall News Messenger*, 8 May 1931.
- "This New Highway Bridge Will Be Dedicated Friday." *Marshall News Messenger*, 23 October 1931.
- "Work on Bridge Began During First Week in June." *Marshall News Messenger*, 23 October 1931.
- "Work on Highway 14 Bridge Here Goes Well." *Marshall News Messenger*, 12 June 1931.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section   9   Page   2     Bridge No. 5083    
name of property  
  Lyon County, Minnesota    
county and state

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*Archival Sources*

Bridge Database. Minnesota Department of Transportation, St. Paul.

Bridge No. 5083 and Bridge No. 5151 Files. Minnesota Department of Transportation, Bridge Division, St. Paul.

Bridge No. 5083 and Bridge No. 5151 Files. Minnesota Department of Transportation, District 8 Office, Willmar, Minnesota.

Bridge No. 5083 and Bridge No. 5151 Storage Files (plans, contracts, correspondence). Minnesota Department of Transportation, Records Storage Center, St. Paul.

Minnesota Highway Department. Construction Plans for Trunk Highway 14. 1931. Minnesota Department of Transportation, Bridge Division, St. Paul.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 10 Page 1 Bridge No. 5083  
name of property  
Lyon County, Minnesota  
county and state

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**Verbal Boundary Description**

The general area of the nominated property is a rectangle 55.6 feet wide, whose long center axis parallels the centerline of the bridge. The property is bounded at each end by the outer edges of the abutments.

**Boundary Justification**

Based on measurements provided by the Minnesota Department of Transportation, the boundaries enclose the entire historic resource.