

United States Department of the Interior  
National Park Service



468

# 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

### 1. Name of Property

Historic name Bridge No. 6679  
Other names/site number N/A

### 2. Location

Street & number Minn. Hwy. 76 over South Fork of the Root River

N/A
X

 not for publication  
City or town Sheldon Township Houston vicinity  
State Minnesota Code MN County Houston Code 055 Zip code 55943

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:  
   national    X statewide    local  
Britta L. Bloomberg 6/2/11  
Signature of certifying official/Title Britta L. Bloomberg, Deputy State Historic Preservation Officer Date  
Minnesota Historical Society  
State or Federal agency/bureau or Tribal Government

In my opinion, the property    meets    does not meet the National Register criteria.  
Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_  
Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that this property is:  
 entered in the National Register  determined eligible for the National Register  
 determined not eligible for the National Register  removed from the National Register  
 other (explain:)  
John Edison H. Beall 7-20-11  
Signature of the Keeper Date of Action

Bridge No. 6679  
Name of Property

Houston County, Minnesota  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only one box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

N/A

**6. Function or Use**

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

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

TRANSPORTATION/road-related (vehicular)

TRANSPORTATION/road-related (vehicular)

**7. Description**

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

**Materials**  
(Enter categories from instructions.)

OTHER: continuous/cantilever steel beam

foundation: CONCRETE  
walls: N/A  
roof: N/A  
other: STEEL

**Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

See continuation sheet.

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**National Register of Historic Places  
Continuation Sheet**

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Bridge No. 6679
Name of Property
Houston, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

**Description Summary Paragraph**

Constructed in 1949, Bridge No. 6679 carries Trunk Highway (TH) 76 over the South Fork of the Root River, 2.8 miles south of TH 16. It is a 300-foot-long, continuous/cantilevered, three-span, steel, multi-beam bridge, with a reinforced-concrete railing. Bridge No. 6679 has two character-defining features: (1) the 36-inch rolled I-beams, in their continuous and cantilevered construction with pinned connections, and (2) the bi-rail concrete railings.

**Narrative Description**

*Property and setting*

Bridge No. 6679 is located approximately three miles south of the city of Houston, Minnesota, and carries TH 76 over the South Fork of the Root River. TH 76 runs nominally south from Interstate 80 (I-80) to the Iowa border, intersecting with TH 16 in Houston, Minnesota, TH 44 in Caledonia, Minnesota, and TH 4 directly north of the bridge. The bridge is located in a rural, agricultural setting and is surrounded by farmed fields (photo #1). The main channel for the South Fork of the Root River is approximately 100 feet wide at the bridge site, with an additional 60 feet of flood plain around the channel. The river is lined with vegetation and old-growth deciduous trees.

*Description*

Bridge No. 6679 was completed in 1949 and is aligned on a nominal north-south axis. It has an overall structure length of 300 feet and an out-to-out width of 34.7 feet (photo #4). The three-span superstructure has two 80-foot end spans with a 100-foot center (main) span between the piers (photo #2). On the original 1948 plans, the spans are numbered from south to north as Span 1 (80 feet), Span 2 (100 feet), and Span 3 (80 feet). The center span (span 2) includes a 70-foot suspended span with pinned connections (hinges) to the two 15-foot cantilever arms that extend from the piers (photo #12). The south pier has a fixed bearing; the north pier and both abutments have expansion bearings, which allow for expansion and contraction of the superstructure.

The superstructure consists of six lines of continuous/cantilevered, 36-inch-deep, rolled, steel I-beams. The beams have cover plates welded to their bottom flanges and are laterally braced by channel-section diaphragms except at piers and abutments, where they are braced by I-beam diaphragms (photo #13). Bottom diagonal bracing is found between the beams near the piers and deflection joints at the hinges (photo #10).

The substructure is comprised of smooth-surfaced, largely unornamented, 24-foot tall, reinforced-concrete piers and 21-foot-tall reinforced-concrete abutments. On the original 1948 plans, the south pier is Pier No. 1 and the north pier is Pier No. 2. Each pier is comprised of an H-shaped footing with 16-foot-tall columns and 4.5-foot-wide concrete caps with cantilevered ends (photo #11). Both the upstream and downstream ends of the columns feature a beveled nose angle. The 28-foot-wide abutments are U-shaped (photo #9). New riprap was added to the embankments in 1995. The original concrete deck slabs in the abutments were replaced in 2006 with prestressed concrete beams.

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Bridge No. 6679
Name of Property
Houston, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

The rolled I-beams support a 30-foot-wide bituminous-surfaced composite concrete deck, which was replaced in 2006. The composite deck has C-shaped shear lugs welded to the steel beams and embedded in the concrete deck. Bridge No. 6679 features a stark white (i.e., surface-coated) reinforced-concrete railing with paired rectangular rails and rectangular posts (photo #8). Each railing is comprised of 31, 9.75-foot-long sections. Each section is approximately three feet high and has two, six-by-eight-inch rectangular concrete rails with rectangular concrete posts of varying dimensions, depending on their location. A three-foot-tall "L"-section concrete endpost is found at each corner of the bridge (photo #7). Bronze plates are embedded in the roadway-facing sides of the endposts. The state plates on the southeast and northwest posts read "Minnesota Highway Dept. Bridge No. 6679." The federal plates on the southwest and northeast posts read "Federal Aid Project FAS 46-2 Minnesota 1949."

*Integrity*

Bridge No. 6679 retains integrity of location, setting, design, materials, feeling, and association. Integrity of workmanship, being an expression of artisans' labor and skill, does not apply to Bridge No. 6679. Since its construction in 1949, Bridge No. 6679 has spanned the South Fork of the Root River in the same location and provided crossing of the river on TH 76. The bridge's setting has continued to be rural and agricultural without encroachment from neighboring farmsteads.

The bridge also retains integrity of design and materials. Replacement of the bridge deck and abutment slabs was completed without compromising the original design of the bridge or altering character-defining features. The bridge retains original materials including superstructure and substructure elements. Additionally, the clean lines and details have been retained during any repair work to the bridge.

Lastly, Bridge No. 6679 continues to express the aesthetic and historic sense of its period of significance. The simple form of the bridge reflects the Minnesota Department of Highway's (MHD) shift toward the postwar aesthetic style that featured clean lines, no applied surface ornamentation, and smooth concrete finish. Thus, Bridge No. 6679 retains integrity of feeling and association.

Bridge No. 6679  
Name of Property

Houston County, Minnesota  
County and State

**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.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions.)

ENGINEERING

**Period of Significance**

1949

**Significant Dates**

1949

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Minnesota Department of Highways (engineer);

Illinois Steel Bridge Company (fabricator);

Leon Joyce Company (builder)

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Bridge No. 6679
Name of Property
Houston, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

### Summary Narrative

Bridge No. 6679 is eligible for listing in the National Register of Historic Places (National Register) under *Criterion C: Engineering* for type, period, and method of construction at the state level. Bridge No. 6679 represents distinctive characteristics of bridge engineering and construction as a significant bridge in the evolution of bridge engineering and construction in the immediate post-World War II period in Minnesota. The bridge utilizes multiple 36-inch rolled I-beams in a cantilevered, continuous-type of bridge design to maximize main-span length during the early use of this engineering type in Minnesota. It also was designed at the outer limits of bridge engineering as the longest continuous/cantilever steel-beam bridge in Minnesota at the time of construction, and contributed to the use of continuous/cantilever steel-beam bridges in the postwar period. The period of significance is 1949, the year that Bridge No. 6679 was constructed.

### Narrative Statement of Significance

#### *Historic Context*

Bridge No. 6679 crosses the South Fork of the Root River on TH 76 in Houston County, the southeastern-most county in Minnesota. Houston County was organized in 1854 and has primarily been an agricultural, rural county.<sup>1</sup> The nearest community is Houston, Minnesota, located 2.8 miles to the northwest.

The gravel road between Houston, Minnesota, and Caledonia, Minnesota, was added to the state's trunk highway system in 1934 as TH 76. Existing roads between communities would often be incorporated into and upgraded as part of the MHD's trunk highway development after the creation of the trunk highway system by the Minnesota Legislature in 1921.<sup>2</sup> As part of the designation, the highway department assumed responsibility for maintenance of the road and any bridges in the right of way.

In 1946 TH 76 was scheduled for improvements and bridge replacement; however, the MHD faced a challenge prior to designing the new crossing over the South Fork of the Root River. The Root River was prone to unexpected flooding and, to provide the necessary improvements for the trunk highway and a stable location for a larger bridge, the MHD proposed realigning the South Fork of the Root River main channel and overflow channel. Hydrological studies and plans were developed in 1946-1947. According to calculations for the proposed location of the bridge and channel, a clear opening of 225 feet wide with a seven-foot vertical clearance to the high water

<sup>1</sup> Mason Witt, *Historical Notes of Interest* (Caledonia, Minn.: by the author, 1974), 29. Available at the Houston County Historical Society, Caledonia, Minn.

<sup>2</sup> By the 1960s, TH 76 would run in totality from the Iowa border through Caledonia and Houston and terminate at Interstate 90. National Register of Historic Places, Reinforced-Concrete Highway Bridges in Minnesota Multiple Property Documentation Form, State of Minnesota, National Register #64500291, E-12, G-1. Available at State Historic Preservation Office, Minnesota Historical Society, St. Paul, Minn.

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level was recommended by MHD engineers for the new bridge.<sup>3</sup> The hydrological study of the South Fork concluded that the channel change at the proposed location would have the negative result of increasing the water velocity in the channel. It was suggested that "hydraulic conditions would be considerably improved" by erecting a bridge near the old channel location. The advice of the district engineers must have been followed as the proposed bridge site was moved 400 feet to the north of the original proposed site.<sup>4</sup>

*Engineering*

The choice of a steel multi-beam bridge that was both continuous and cantilevered was likely due to the clear length needed to properly span the relocated South Fork channel. Continuous spans were an engineering improvement over "simple spans" for certain site and roadway situations. In a simple span design, each span begins and ends on an abutment or pier. Continuous spans, which extend uninterrupted over one or more supports or piers, were used in highway construction beginning in the early 1940s because they produced less movement in the beam, avoided problematic joints over piers, and required less materials to build. Used in conjunction with the cantilever design, the bridge could be erected without obstructing the water channel.<sup>5</sup> Simple spans were relatively uncomplicated for engineers to calculate. Continuous spans were more complicated, at least until the use of computers became widespread for engineering calculations. To simplify the calculation process, "hinges" were incorporated into the continuous design. The hinge or pinned connection, therefore, served several purposes in Bridge No. 6679, both extending the main-span length and simplifying the structural calculations.

The ability to span longer lengths was due in part to the advancements in steel technology and the development of the 36-inch, rolled, steel I-beam. At its upper limit, the 36-inch beam could reach a 75-foot simple (i.e., not continuous) span. Incorporated in a continuous design, spans of 100 feet could be reached.<sup>6</sup> Bridge No. 6679 needed to bridge an overall length of 225 feet, as indicated by the hydrological study. To meet this need, the MHD designed the continuous/cantilever bridge at the outer limits of the steel technology of the time. With a main span of 100 feet and two 80-foot approach spans, an overall structure length of 300 feet was reached, thereby meeting the necessary channel clearance.

<sup>3</sup> A.W. Verharen, Assistant Administrative Engineer, to G.G. Galdman, Engineer of Plans and Survey, letter, 15 March 1946, TH 76 1946-1948 folder, Minnesota Department of Highways Route Correspondence, Minnesota State Archives, Minnesota Historical Society, St. Paul, Minn.

<sup>4</sup> Paul Speer, District Engineer, to A.W. Verharen, Assistant Administrative Engineer, letter 18 April 1947; A.W. Verharen, to Paul Speer, letter 22 April 1947, Bridge No. 6679 Correspondence Files, Bridge Office, Minnesota Department of Transportation, St. Paul, Minn.

<sup>5</sup> Parsons Brinckerhoff and Engineering and Industrial Heritage, "A Context for Common Historic Bridge Types," National Cooperative Highway Research Program (October 2005), 3-107, 3-143.

<sup>6</sup> Jeffrey Hess, "Bridge No. 6679 Minnesota Historic Bridge Inventory," State Historic Preservation Office inventory form. Available in Bridge 6679 files, Houston County Vertical Files, State Historic Preservation Office, St. Paul, Minn.

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Name of multiple listing (if applicable)

Continuous/cantilever bridges were not unknown to MHD during this time. Nationally, steel continuous/cantilevered designs were used as early as the 1920s by the Georgia Highway Department. In Nebraska, a steel beam continuous/cantilever bridge was used in the 1930s to reach clear spans of 100 feet. In Minnesota, the MHD first employed a continuous/cantilever design in 1939 with Bridge No. 5664, a steel-beam bridge in St. Paul with a relatively modest 66-foot main span.<sup>7</sup> Bridge No. 6679, designed with a main span of 100 feet, was the longest steel-beam continuous/cantilever bridge in Minnesota at the time of construction.

*Aesthetics*

Bridge No. 6679 represented not only a newly introduced engineering design in Minnesota—the continuous/cantilever steel-beam bridge—but also a new aesthetic treatment for the traditional bridge railing. Although the MHD prided itself on its bridge engineering, the agency had been less concerned with bridge aesthetics generally. As MHD Chief Bridge Engineer M.J. Hoffman observed in 1931, “The engineer in general and the bridge engineer in particular have been very frequently criticized for the lack of beauty or aesthetics in their structural work. . . . In public undertakings of this kind, the economic aspects usually tend to outweigh the item of aesthetics, and in numerous instances, quite properly so.”<sup>8</sup>

For the most part, the highway department restricted its architectural treatment of bridges to railing ornamentation, adopting whatever architectural style was in vogue at the time. During the 1910s and 1920s, Minnesota bridges railings, if ornamented at all, tended to display Classical Revival detailing, with balustrades (if open) or panels and pilasters (if solid or parapet). In the 1930s railings might be styled with Art Deco detailing. In the 1940s, however, MHD began experimenting with a clean-lined, “modern” look. Because of the suspension of highway projects during World War II, the new railing design was not fully elaborated until 1946, when MHD released a new set of standardized bridge plans for county use.<sup>9</sup>

These plans included a stark, rectangular, concrete bi-rail, with simple rectangular posts. Without any of the usual ornamental devices—reveals, panels, pilasters, or applied surface detailing—the railing relied solely on its structural form for its design statement. In describing the new plans, State Bridge Engineer E.J. Miller explained that in the new design “simplicity makes for improved appearance and results in lower maintenance costs.” Miller’s statement appears beneath a photograph of a “Modern type of 80-ft steel beam span” of almost identical design and appearance as Bridge No. 6679, including the new concrete bi-rail, except it is a simple span and not a continuous multi-span (both bridges, however, have composite decks, an engineering feature related to the continuous design). In Miller’s article, the “modern type” of steel-beam span was intended to be contrasted with the pony-truss bridge in the photograph above, a “type [which] is considered obsolete and is no longer built on

<sup>7</sup> Jeffrey Hess, “Bridge No. 5664 Minnesota Historic Bridge Inventory,” State Historic Preservation Office inventory form. Available in Bridge No. 6679 folder, Houston County, History/Architecture Inventory Files, State Historic Preservation Office, St. Paul, Minn.

<sup>8</sup> M.J. Hoffman, quoted in Hess, “Bridge No. 6679 Minnesota Historic Bridge Inventory.”

<sup>9</sup> E.J. Miller, “Standard Bridge and Culvert Plans,” *Better Roads* (June 1947), 23-24.



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Minnesota trunk highways," replaced by bridges "like the steel beam span below."<sup>10</sup> For Miller and the MHD in the postwar period, the new railing design was an integral part of the new continuous steel-beam engineering features, resulting in an overall "modern" bridge.<sup>11</sup> Designed in 1948 and constructed in 1949, Bridge No. 6679 was among the first Minnesota structures to employ the new railings.

#### Construction

The design for Bridge No. 6679 was approved by MHD Bridge Engineer M.O. Giertsen in May 1948. Contracts for the channel change project and construction of the bridge were let on July 2, 1948. The final contract was awarded to Leon Joyce Company of Rochester, Minnesota, with E.G. Bigham subcontracting on the bridge work.<sup>12</sup> By March 1949 only the concrete piers were in place when a national steel shortage slowed completion of the bridge. The Illinois Steel Bridge Company, which was handling the fabrication work for the project, wrote to the MHD that "we do not expect to receive the structural steel for this job from the mills until April or May unless there is an easing up of the critical steel situation." Steel supplies were hindered in the postwar period by the diversion of materials to the building-construction industry, steel strikes in 1945-46 and 1949, and the beginning of the Korean crisis in 1950.<sup>13</sup> Joyce finally received enough steel in July to complete the bridge by November 7, 1949, for \$117,839.55.<sup>14</sup>

At its completion, the bridge was honored with a photograph in the MHD *Biennial Report 1948-1950*.<sup>15</sup> Inclusion in the state report speaks to the significance this bridge held for the MHD as an innovative engineering design in the postwar period. Bridge No. 6679 proved that the innovative continuous/cantilever design could be employed to meet challenging site conditions.

<sup>10</sup> Miller, "Standard Bridge and Culvert Plans," 23-24.

<sup>11</sup> Bridge No. 6679 is strikingly similar to bridges discussed by Elizabeth Mock in *The Architecture of Bridges*, published by The Museum of Modern Art with a grant from the American Bridge Co., in 1949, a year after the plans for Bridge No. 6679. In the chapter on recent designs for metal beam bridges, Mock provides photographs of bridges similar in overall form and design to Bridge No. 6679 that exemplify, she writes, the "light" and "clean" forms of the modern era. Mock's examples include continuous beam bridges in Tennessee (1942), North Carolina (1944), and Maine (1947).

<sup>12</sup> "Work on Highways 16 and 76 Started" *Houston Signal* (2 September 1948), front page. As part of the contract, the existing bridge at the site, Bridge No. 4985, was relocated further south on a portion of the trunk highway that was to remain a county road; see M.O. Giertsen, to O.L. Kipp, 26 July 1948, letter in Bridge No. 6679 folder, Houston County, History/Architecture Inventory Files, State Historic Preservation Office, St. Paul, Minn.

<sup>13</sup> *Biennial Report of the Commissioner of Highways, 1948-1950*, pp. 43, 50, 57, 68. Available at the Minnesota Department of Transportation Library, St. Paul, Minn.; Frederick H. Harbison and Robert C. Spencer, "The Politics of Collective Bargaining: The Postwar Record in Steel," *The American Political Science Review* 48, no. 3 (September 1954): 705-720.

<sup>14</sup> Bridge 6679 Inventory Card. Available in Bridge No. 6679 folder, Houston County, History/Architecture Inventory Files, State Historic Preservation Office, St. Paul, Minn.

<sup>15</sup> *Biennial Report of the Commissioner of Highways, 1948-1950*, p. 68. Available at the Minnesota Department of Transportation Library, St. Paul, Minn.

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Bridge No. 6679
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County and State
N/A
Name of multiple listing (if applicable)

Bridge No. 6679 served as the prototype for 10 other cantilever steel beam bridges between 1950 and 1955, though none were designed with a main span longer than 100 feet. When the city of St. Paul's Engineer's Office surpassed the 100-foot mark in 1954, it did so through the use of light-weight specialty steel (Bridge No. 90396).<sup>16</sup> The continuous/cantilever design would be used to solve for complex site conditions. Additionally, the design was used extensively in the development of the Interstate system, including its use for Interstate overpasses. Finally, it was also used for spanning navigable waterways during the period following the construction of Bridge No. 6679.<sup>17</sup> Maintenance issues, created in part by the complex cantilever hinges that were subject to corrosion, coupled with the rise in popularity of the prestressed concrete beam generally, brought an end to the use of similar steel continuous/cantilever bridges nationally.<sup>18</sup>

Bridge No. 6679 has continued to serve as the crossing on TH 76 over the South Fork of the Root River. In 1997 Bridge No. 6679 was recommended eligible for the National Register.<sup>19</sup> In 2006 a historic bridge management plan for Bridge No. 6679 was developed for the Minnesota Department of Transportation for the stabilization, preservation, and maintenance of the bridge.<sup>20</sup>

<sup>16</sup> Hess, "Bridge 6679," in "Minnesota Historic Bridge Inventory." Minnesota Department of Transportation, Bridge Inventory Database, 2009.

<sup>17</sup> Parsons Brinckerhoff and Engineering and Industrial Heritage, *A Context for Common Historic Bridge Types*, National Cooperative Highway Research Program (October 2005), 3-142, 3-144.

<sup>18</sup> Mead & Hunt, Inc., "Historic Context for Texas Highway Bridges: 1945 to 1965," prepared for the Texas Department of Transportation (March 2005), 36.

<sup>19</sup> Hess, Roise and Company, "Management Plan for Minnesota's Historic Bridges," prepared for the Minnesota Department of Transportation (November 1997), 10-11. Available in Bridge No. 6679 folder, Houston County, History/Architecture Inventory Files, State Historic Preservation Office, St. Paul, Minn.

<sup>20</sup> See "Programmatic Agreement among the Federal Highway Administration, the Minnesota State Historic Preservation Office, the Advisory Council on Historic Preservation, the Department of the Army, Corps of Engineers, St. Paul District, and the Minnesota Department of Transportation regarding Implementation of the Federal-Aid Highway Program in Minnesota," executed on June 21, 2005 (2005 Section 106 PA). See also Attachment B: "Bridges to Preserve" (including Bridge No. 6679 among the 24 enumerated bridges), in the "Section 106 Programmatic Agreement Regarding Pre-1956 Historic Bridges in Minnesota," executed 2008 among the same agencies. Available at the Cultural Resources Unit, Minnesota Department of Transportation, St. Paul, Minn., and the Minnesota State Historic Preservation Office, Minnesota Historical Society, St. Paul, Minn.

Bridge No. 6679  
Name of Property

Houston County, Minnesota  
County and State

**Period of Significance (justification)**

1949 is the date of construction for Bridge 6679.

**Criteria Considerations (explanation, if necessary)**

Not applicable.

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

See continuation sheet.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

See continuation sheet.

**Developmental history/additional historic context information** (if appropriate)

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Minnesota Historical Society

Historic Resources Survey Number (if assigned): HU-SAL-009

**10. Geographical Data**

**Acreage of Property** less than one acre

(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>615555</u>	<u>4843811</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>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

The nominated property consists of a rectangle measuring 300 feet long by 34.7 feet wide with a center axis that coincides with the centerline of the bridge, whose corners encompass the edges of the bridge's abutments and with a perimeter that encompasses the entire bridge.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary encompasses the total bridge superstructure, total substructure, and all other integral abutment and approach elements.

Bridge No. 6679  
Name of Property

Houston County, Minnesota  
County and State

**11. Form Prepared By**

Name/title Katherine Haun, Robert Frame III, Ph.D. / Historians  
Organization Mead & Hunt, Inc. Date March 10, 2011  
Street & Number 7900 W. 78<sup>th</sup> Street, Suite 370 Telephone 952-941-5619  
City or Town Minneapolis State MN Zip Code 55439  
E-mail preservation@meadhunt.com

**Additional Documentation**

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

See continuation sheet.

**Property Owner:**

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

Name \_\_\_\_\_  
Street & number \_\_\_\_\_ Telephone \_\_\_\_\_  
City or town \_\_\_\_\_ State \_\_\_\_\_ 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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 9 Page 1

Bridge No. 6679
Name of Property
Houston, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

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**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number   9   Page   2  

Bridge No. 6679
Name of Property Houston, County Minnesota
County and State N/A
Name of multiple listing (if applicable)

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**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number Photographs Page 1

Bridge No. 6679
Name of Property
Houston County, Minnesota
County and State
N/A
Name of multiple listing (if applicable)

Name of Property: Bridge No. 6679  
 City or Vicinity: Houston (Sheldon Township)  
 County: Houston County  
 State: MN  
 Photographer: Katherine Haun  
 Date Photographed: November 2010  
 Location of Original Digital Files: 7900 W. 78<sup>th</sup> Street, Minneapolis, MN 55439  
 Number of Photographs: 13

**Photo #1**

General view of setting, camera facing southeast.

**Photo #2**

General view of west elevation, camera facing southeast.

**Photo #3**

Oblique view of east elevation, camera facing north.

**Photo #4**

General view of east elevation, camera facing southwest.

**Photo #5**

General view of TH 76, camera facing north.

**Photo #6**

General view of TH 76, camera facing south.

**Photo #7**

Detail of rail, camera facing southeast.

**Photo #8**

Detail of rail and end post, camera facing east.

**Photo #9**

Detail of north abutment, camera facing northeast.

**Photo #10**

Detail of underside and middle pier, camera facing south.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number \_\_\_\_\_ Photographs \_\_\_\_\_ Page \_\_\_\_\_ 2 \_\_\_\_\_

Bridge No. 6679
Name of Property Houston County, Minnesota
County and State N/A
Name of multiple listing (if applicable)

Photo #11

Detail of pier and rocker bearings, camera facing west.

Photo #12

Detail of hinge and rail posts, camera facing west.

Photo #13

Detail of underside including hinged section, camera facing west.

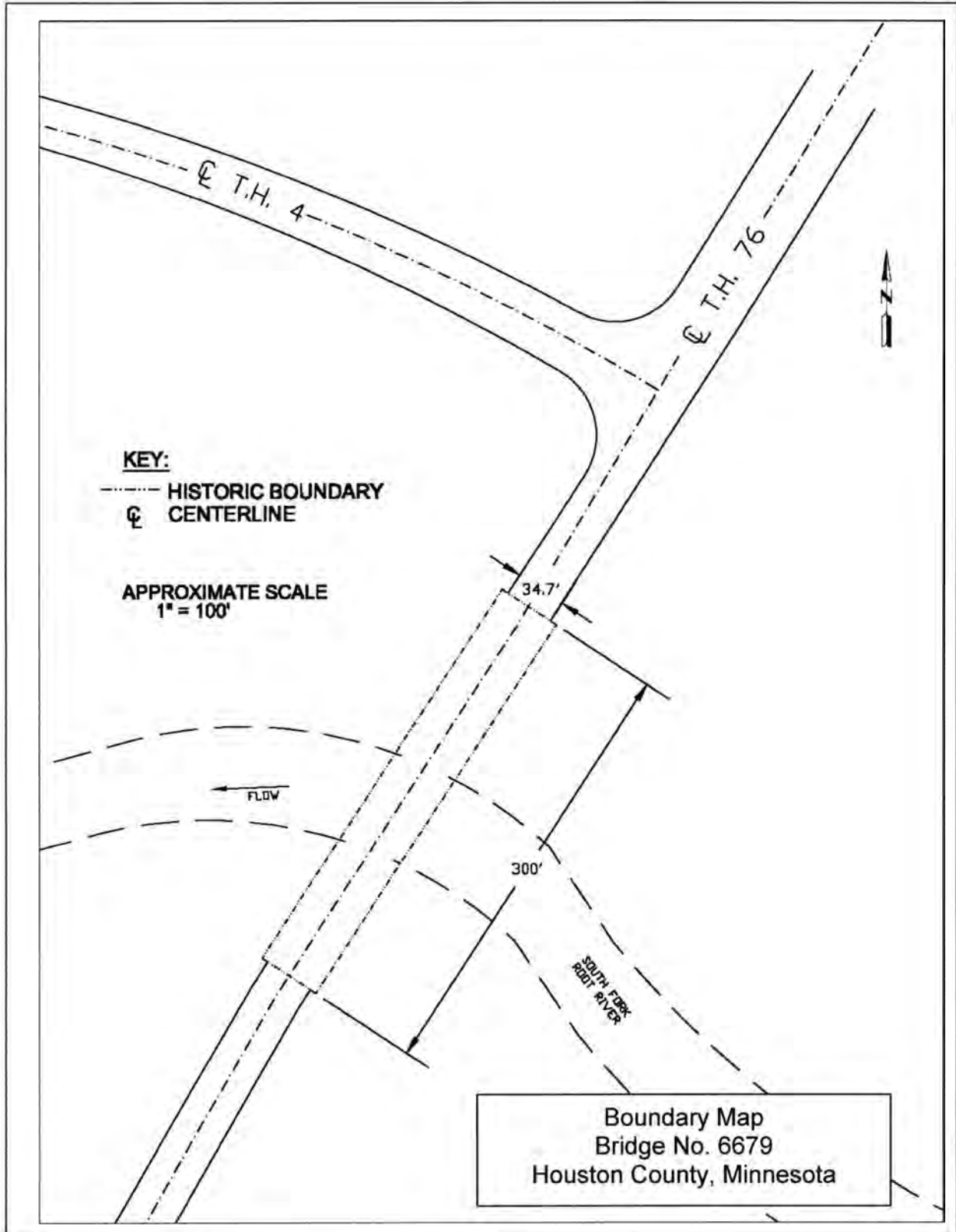


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number Additional Documentation Page 1

Bridge No. 6679
Name of Property
Houston County, Minnesota
County and State
N/A
Name of multiple listing (if applicable)

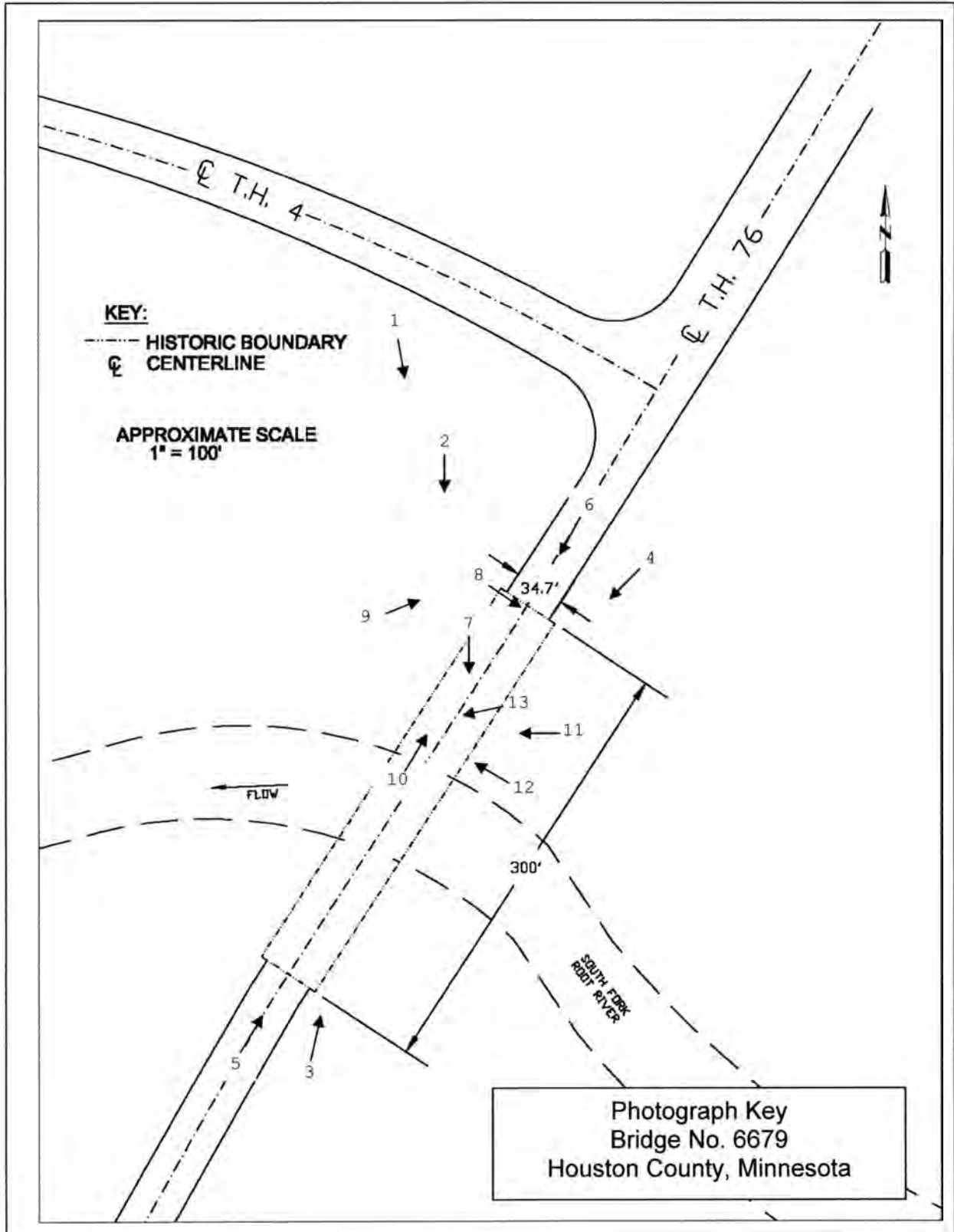


United States Department of the Interior  
National Park Service

### National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 2

Bridge No. 6679
Name of Property
Houston County, Minnesota
County and State
N/A
Name of multiple listing (if applicable)



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number Additional Documentation Page 3

Bridge No. 6679
Name of Property
Houston County, Minnesota
County and State
N/A
Name of multiple listing (if applicable)



1949 Image of Bridge No. 6679. Photograph courtesy of the Minnesota Historical Society.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Bridge No. 6679  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: MINNESOTA, Houston

DATE RECEIVED: 6/10/11 DATE OF PENDING LIST: 6/29/11  
DATE OF 16TH DAY: 7/14/11 DATE OF 45TH DAY: 7/26/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000468

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 7-20-11 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in  
The National Register  
of  
Historic Places**

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



BRIDGE NO. 6679  
HOUSTON CO., MN  
PHOTO 1 OF 13

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Bridge No. 6679  
Houston Co., MN  
Photo 1 of 13



BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 2 OF 13

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Watergreens 3114 <> 01/13/11

Bridge No 6679  
Houston Co., MN  
Photo 2 of 13





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BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 3 OF 13

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Walsgreens 3114 <> 01/13/11

Bridge No. 6679  
Houston Co., MN  
Photo 3 of 13



BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 4 OF 13

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Walgreens 3114 <> 01/13/11

Bridge No. 6679  
Houston Co., MN  
Photo 4 of 13



BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 5 OF 13

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Bridge No. 6679  
Houston Co., MN  
Photo 5 of 13



BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 6 OF 13

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Walgreens 3114 <> 01/13/11

Bridge No. 6679  
Houston Co., MN  
Photo 6 of 13





BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 7 OF 13

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Walgreens 3114 <> 01/13/11

Bridge No. 6679  
Houston Co., MN  
Photo 7 of 13



BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 8 OF 13

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Bridge No. 6679  
Houston Co., MN  
Photo 8 of 13



BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 9 OF 13

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Bridge No. 6679  
Houston Co., MN  
Photo 9 of 13



BRIDGE NO. 6679  
HOUSTON CO., MN  
PHOTO 10 OF 13

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Bridge No. 6679  
Houston Co., MN  
Photo 10 of 13





BRIDGE NO. 6679  
HOUSTON CO., MN  
PHOTO 11 OF 13

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Bridge No. 6679  
Houston Co., MN  
Photo 11 of 13



BRIDGE NO 6679  
HOUSTON CO., MN  
PHOTO 12 OF 13

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Bridge No. 6679  
Houston Co., MN  
Photo 12 of 13



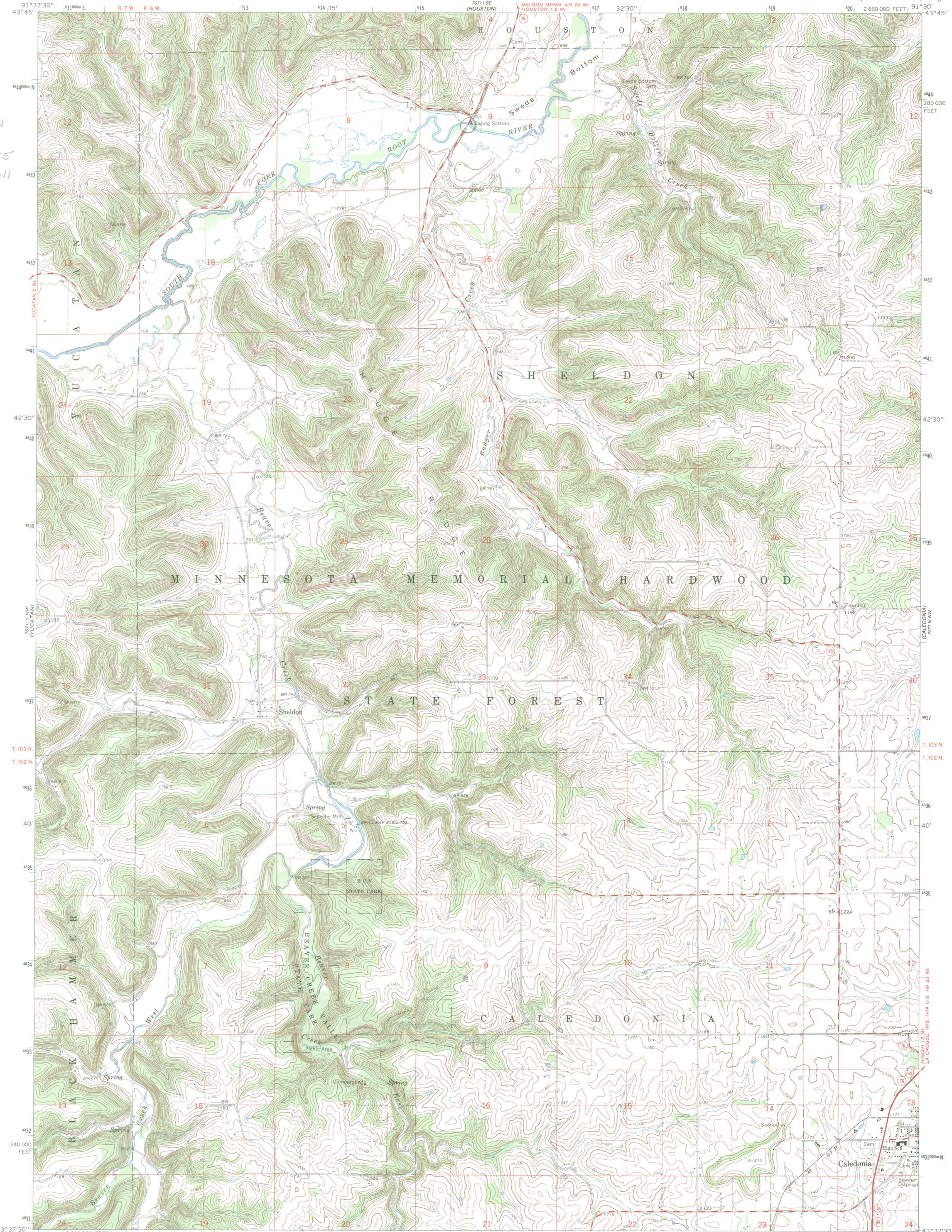
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HOUSTON CO., MN  
PHOTO 13 OF 13

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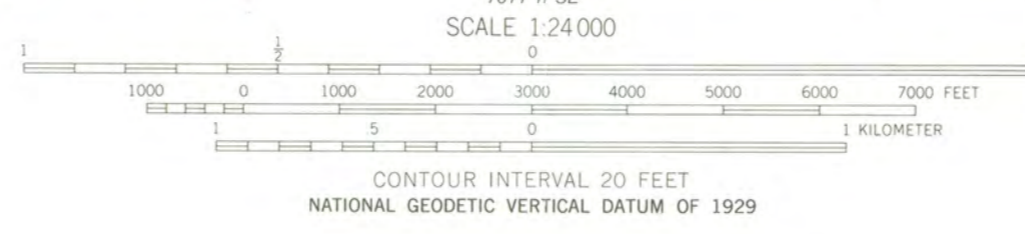
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Bridge No. 6679  
Houston Co., MN  
Photo 13 of 13

BRIDGE NO. 6679  
HOUSTON CO., MN  
ZONE 15  
EASTING: 015555  
NORTHING: 4843811



Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial  
photographs taken 1964. Field checked 1965  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Minnesota coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 15, shown in blue  
Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs  
This information is unchecked  
To place on the predicted North American Datum 1983,  
move the projection lines 7 meters north and  
13 meters east as shown by dashed corner ticks



ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
○ State Route



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SHELDON, MINN.  
43091-F5-TF-024

1965  
DMA 7671 II NE-SERIES V872

Minnesota Historical Society  
State Historic Preservation Office  
345 Kellogg Blvd West, St. Paul, Minnesota 55102  
651/259-3451



**TO:** Carol Shull, Keeper  
National Register of Historic Places

**FROM:** Susan Roth, National Register Historian

**DATE:** June 3, 2011

**NAME OF PROPERTY:** Bridge No. 6679

**COUNTY AND STATE:** Houston County, MN

**SUBJECT:** National Register:  
 Nomination  
 Multiple Property Documentation Form  
 Request for determination of eligibility  
 Request for removal (Reference No. )  
 Nomination resubmission  
 Boundary increase/decrease (Reference No. )  
 Additional documentation (Reference No. )

**DOCUMENTATION:**

- Original National Register of Historic Places Registration Form
  - Multiple Property Documentation Form
  - Continuation Sheets
  - Removal Documentation
  - Photographs
  - CD w/ image files
  - Original USGS Map
  - Sketch map(s)
  - Correspondence
    - Owner Objection
- The enclosed owner objections  
Do  Do not  constitute a majority of property owners

**STAFF COMMENTS:**