

872



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 #39, *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.

1. Name of Property

Historic name: Bridge No. L6113

Other names/site number: _____

Name of related multiple listing: "Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945"

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

2. Location

Street & number: Carries East Fourth Street over Tischer Creek

City or town: Duluth State: MN County: St. Louis

Not for publication: N/A

Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

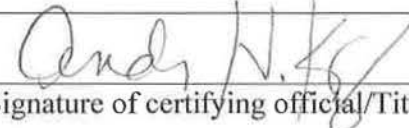
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

| | |
|---|-----------------|
|  | <u>10-27-16</u> |
| Signature of certifying official/Title <u>Andrea Kajer, Deputy SHPO, MNHS</u> | Date |
| State or Federal agency/bureau or Tribal Government | |

| | |
|---|---|
| In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria. | |
| Signature of commenting official | Date |
| Title: | State or Federal agency/bureau or Tribal Government |

Bridge No. L6113
Name of Property

St. Louis County, Minnesota
County and State

4. National Park 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:)

Jan Eason W. Beall
Signature of the Keeper

12.20.16
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

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Number of Resources within Property

(Do not include previously listed resources in the count.)

| 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

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)

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7. Description

Architectural Classification

(Enter categories from instructions)

OTHER

Materials: (Enter categories from instructions.)

Principal exterior materials of the property: STONE: Gabbro
CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Bridge No. L6113 was constructed in 1925 and carries East Fourth Street over Tischer Creek in the city of Duluth. It is located in Congdon Park in the Congdon Park neighborhood, northeast of downtown. It was designed by the City of Duluth's Engineering Office and constructed by local contractors Salo and Wiinamaki. The bridge's main span is a 26-foot-long, earth-filled, stone-faced, reinforced-concrete arch with stone railings in the Classical Revival style with rustic elements. The deck is concrete.¹ The character-defining features of the bridge include the overall mix of Classical Revival details such as a defined stringcourse and arch ring, with the use of the uncoursed, native gabbro stone that is a response to the bridge's park setting along Tischer Creek.

Narrative Description

Setting

Bridge No. L6113 is aligned on a north-south axis and carries two-way traffic on East Fourth Street over Tischer Creek in the city of Duluth. The bridge carries traffic through the center of Congdon Park. Areas to the north and south of the bridge are residential.

¹ The Duluth City engineer's Office was contacted in anticipation of learning what material composed the original deck. Regrettably, the files at the office did not hold that information.

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Description

Bridge No. L6113 is a single-span, reinforced-concrete arch built in 1925. It is comprised of a reinforced-concrete barrel arch, defined abutments, and flared wingwalls, all with stone veneer. The total structure length is 52 feet with a 26-foot-long arch span, and it has an out-to-out width of 38 feet. The bridge carries two-way traffic with 6-foot sidewalks with a curb on each side. Railings are 4 feet high.

The entire bridge is covered by a veneer of multi-colored, gabbro stone in a random ashlar pattern with thick mortar joints. The gabbro stone is native to the Duluth area and is popular for bridges in the city. The arch ring, stringcourse, and coping on the railings and wingwalls are Bedford limestone, all of which give the bridge its overall Classical Revival style.

During the 2012 Duluth Flood, both abutments of the bridge were undermined. Rehabilitation work to repair the bridge included underpinning the east abutment and north corner of the west abutment, and the installation of a concrete apron and collar. The stone headwalls and wingwalls were also repointed, and approximately 60 percent of the arch stones were replaced.

Integrity

Bridge No. L6113 retains a high degree of all aspects of integrity. Since it was constructed in 1925, the bridge has continued to span Tischer Creek in the same location. The setting has experienced very little change, and continues to be park land and residential properties.

The bridge retains integrity of design, materials, and workmanship. The bridge was rehabilitated in 2012 after being damaged in a flood. All work undertaken to rehabilitate the bridge was reviewed by the State Historic Preservation Office (SHPO), who found the work would be conducted in accordance with the Secretary of the Interior's *Standards for Rehabilitation*, posing no adverse effects to the bridge.² Therefore, the bridge retains integrity of design. There was minimal impact to integrity of materials and workmanship, but not to a high enough degree that the bridge is no longer able to convey its significance as a reinforced-concrete arch bridge with an aesthetic masonry veneer.

Bridge No. L6113 continues to express its significance as a 1920s Classical Revival bridge with rustic elements in a residential and park setting. Ornamental bridges have often been used in areas that are both park and residential and the bridge retains the integrity of feeling and association.

² Sarah J. Beimers, Manager, Government Programs and Compliance, Minnesota Historical Society, "Letter to Ms. Renee Hutter Barnes, Re: S.P. 118-133-007, Bridge No. L6113 Repairs, 4th Street Bridge over Tischer Creek, Duluth, St. Louis County, SHPO Number: 2014-1398," 10 June 2014, available at Bridge No. L6113 file, Minnesota Historical Society, St. Paul, MN.

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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 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.

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Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1925

Significant Dates

1925

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

City of Duluth Engineering Office
Sino and Wiinamaki

Bridge No. L6113

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Bridge No. L6113 is eligible for listing in the National Register of Historic Places (National Register) at the local level of significance under *Criterion C: Engineering* for its high artistic value, within the historic 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. L6113 is significant for its overall design aesthetic in the Classical Revival style with rustic elements, including use of native gabbro veneer and a reinforced-concrete arch. Designed by the Duluth City Engineer's Office for a highway crossing over Tischer Creek in Congdon Park, the bridge was completed in 1925. The local contracting firm of Salo and Wiinamaki constructed the bridge as part of the general improvement of East Fourth Street in Duluth. The use of the native gabbro stone as a veneer on the concrete arch, with both rustic and Classical Revival elements, reflects the bridge's setting and the thoughts of designers and planners of this time. The period of significance is 1925, the year Bridge No. L6113 was constructed.

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

Historic Context

The city of Duluth was founded in 1857 after the area became popular with copper mining speculators.³ The city grew due to its close proximity to the mines, waterways, and later the railroads. As industry expanded, so did the population. In 1883 the population of Duluth was only 13,000, but by 1887 the city had almost 33,000 people and many neighborhoods had grown around the downtown.⁴ The city built a new city hall in 1889, and boasted schools, banks, parks, and well-maintained roads for its citizens.

Streetcar service in Duluth began in 1883, which were first pulled by mules. A 1-mile track carried passengers along Superior Street from Eighth Avenue West to Third Avenue East. In 1889 the mules were replaced with streetcar engines. After several nearby towns were incorporated into Duluth in the late 1880s, more tracks were laid, developing a larger, more intricate streetcar route. In the 1890s East Fourth Street, which carried traffic northeast of downtown, became one of the major arteries.⁵ By 1911 the East Fourth Street line ran northeast past 24th Avenue East before turning north and running up Wallace Avenue.⁶

Between 1905 and 1908 mining attorney Chester Congdon constructed a large mansion, known as Glensheen, in the northeast part of the city of Duluth. Congdon owned much of the land in that area, and after the completion of his house, he donated 38 acres of land along Tischer Creek for a rustic park, which was located between East Superior Street and Vermillion Road. He hired the Duluth landscaping firm of Morrell and Nichols to design the park, called Congdon Park, and used his own workers to construct wood bridges and gravel paths.⁷

In 1924 the Duluth City Planning Commission's Annual Report noted they were looking to increase streetcar capacity into downtown Duluth, and an extension of East Fourth Street, which had ended near 24th Avenue East, was considered. The extension work would carry East Fourth Street through the center of Congdon Park. Construction began in 1925, and Bridge No. L6113 was completed at the end of June. The bridge was designed by the Duluth City Engineers Office, and the local contracting firm of Salo and Wiinamaki served as contractor.⁸

Design and Construction of Bridge No. L6113

Following the popular trends in bridge design of the period, Bridge No. L6113 simulated a stone-arch structure by means of a masonry veneer on a reinforced-concrete arch base. Displaying elements of the Classical Revival style with rustic

³ Tony Dierckins, "An Extremely Brief History of Duluth," Zenith City Archives, <http://zenithcity.com/zenith-city-history-archives/duluths-development/3126-2/> (accessed 26 June 2014).

⁴ Dierckins, "An Extremely Brief History of Duluth."

⁵ Glenn N. Sandvick, *Duluth, An Illustrated History of Zenith City* (Woodland Hills, CA: Windsor Publications, Inc., 1983), 43; Tony Dierckins and Maryanne C. Norton, "Duluth Street Railway Company," Zenith City Archives, <http://zenithcity.com/zenith-city-history-archives/duluth-parks-landmarks/duluth-street-railway-company/> (accessed 26 June 2014).

⁶ Duluth Street Railway Company, "Map of Duluth Minnesota and Superior Wisconsin Showing Lines of Duluth Street Railway Company," (Duluth, MN: Duluth Street Railway Co., 1911) <http://content.wisconsinhistory.org/cdm/singleitem/collection/maps/id/6106/rec/12> (accessed 26 June 2014).

⁷ Tony Dierckins, "Congdon Park," Zenith City Archives, <http://zenithcity.com/zenith-city-history-archives/duluth-parks-landmarks/congdon-park/> (accessed 26 July 2014).

⁸ Bridge No. L6113 file, Minnesota Historical Society, St. Paul, MN.

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detailing, the bridge's veneer is composed of contrasting stone: rustic, craggy rubblework gabbro on the spandrel and parapet walls, and smooth ashlar limestone on the ring stones, stringcourse, and parapet coping. The original plans on file with the Duluth Department of Public Works for Bridge No. L6113 called for ring stones of varying sizes and shapes, instead of the uniform masonry blocks with which it was constructed. Such masonry detailing was often left to the contractor's discretion.

Use of the Classical Revival style and rustic elements was a popular trend in bridge design during this period, particularly for bridges located in parks and park-like settings. As the noted bridge engineer Henry G. Tyrrel observed in 1901, "In the matter of ornamental park-bridges the engineer has the opportunity to display more or less artistic taste, and create, not only useful works, but architectural ornaments as well." Park planners have long appreciated the versatility of the masonry-arch design or the concrete with masonry veneer variation, which draw equally on the traditions of rustic simplicity and Classical Revival elegance.⁹ Bridge No. L6113 embraces both styles.

Elements such as the defined stringcourse and arch ring, and parapet coping reflect the Classical Revival style. The Classical Revival style is less monumental or formal than the Neoclassical style. Additionally, the use of the rustic elements, such as rough-cut, random ashlar, native gabbro veneer is a response to the bridge's setting. As a small park bridge, the use of the less formal style and rustic elements harmonize with its surroundings.

Few alterations were made over time to the bridge until 2012 when the bridge was damaged in a flood. Both abutments were undermined. Rehabilitation work was undertaken to repair the abutments and reconstruct the bridge's apron and collar. Also at this time the bridge was completely repointed and missing arch stones were replaced. All work was undertaken following the Secretary of the Interior's *Standards for Rehabilitation* to avoid adverse impacts to the bridge's historic integrity.

Comparative Analysis

In contrast to St. Paul and Minneapolis, both of which started erecting masonry-faced bridges in the late 1800s, the City of Duluth began constructing masonry-faced arch bridges relatively late. In 1895 the city engineer recommended stone-arch spans as suitable replacements for Duluth's numerous wood bridges; however, this recommendation was not adopted until about 1915, when the city constructed four brick arches with stone abutments and spandrel walls across Chester Creek and Tischer Creek.¹⁰ Soon after, the city began replacing several wooden bridges on the Skyline Parkway with Neoclassic masonry-faced concrete arch bridges. Other masonry-faced bridges were constructed in parks and along parkways around Duluth in the early twentieth century.¹¹ For example, Bridge No. L8515 carries Lewis Street over Tischer Creek and exhibits the Rustic style to harmonize with the surroundings.¹² Another, more monumental example is Bridge No. L8477. It carries Lincoln Park Drive over Miller Creek, and is a double-barrel, reinforced-concrete arch bridge with a stone veneer. Since the bridge carries part of the Skyline Parkway, it is larger and designed in the Neoclassical style to correspond to its grander setting.

⁹ The "Rustic" style of architecture is often considered to have started in the 1930s as part of construction projects in National Parks. Here, the term "rustic," refers to the rough and irregular stone placement and surfaces on the bridges.

¹⁰ St Louis County Proceedings of City Council, 15

¹¹ "L8477 Statewide Bridge Survey Inventory Form," available at the Minnesota Department of Transportation, St. Paul, MN.

¹² This discussion of other masonry-faced concrete arch bridges in Duluth utilized the current inventory of local bridges determined historic by the Minnesota Department of Transportation, and the Skyline Parkways Multiple Property Inventory. It has not considered the complete population of bridges in the city.

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Bridge No. L6113 is an excellent example of the Classical Revival style with rustic elements as applied to bridges. With its use of native gabbro stone as a veneer on the concrete arch and incorporation of other design elements, the bridge exhibits the notable aesthetics required under Registration Criterion 5 of the Multiple Property Documentation Form "Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945," and is locally significant under *Criterion C: Engineering*.

Bridge No. L6113
Name of Property

St. Louis, Minnesota
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9. Major Bibliographical References

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

Beimers, Sarah J., Manager, Government Programs and Compliance, Minnesota Historical Society. "Letter to Ms. Renee Hutter Barnes, Re: S.P. 118-133-007, Bridge No. L6113 Repairs, 4th Street Bridge over Tischer Creek, Duluth, St. Louis County, SHPO Number: 2014-1398." 10 June 2014. Available at Bridge No. L6113 file, Minnesota Historical Society, St. Paul, MN.

Bridge No. L6113 file. Minnesota Historical Society, St. Paul MN.

Dierckins, Tony. "An Extremely Brief History of Duluth." <http://zenithcity.com/zenith-city-history-archives/duluths-development/3126-2/> (accessed 26 June 2014).

Dierckins, Tony. "Congdon Park." <http://zenithcity.com/zenith-city-history-archives/duluth-parks-landmarks/congdon-park/> (accessed 26 July 2014).

Dierckins, Tony, and Maryanne C. Norton. "Duluth Street Railway Company." <http://zenithcity.com/zenith-city-history-archives/duluth-parks-landmarks/duluth-street-railway-company/> (accessed 26 June 2014).

Duluth Street Railway Company. "Map of Duluth Minnesota and Superior Wisconsin Showing Lines of Duluth Street Railway Company." Duluth, MN: Duluth Street Railway Co., 1911.
<http://content.wisconsinhistory.org/cdm/singleitem/collection/maps/id/6106/rec/12> (accessed 26 June 2014).

Frame III, Robert. "Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945." National Register of Historic Places Multiple Property Documentation Form. Available at Minnesota Historical Society, St. Paul, MN.

National Park Service. "Rustic Architecture, 1916-1942."
http://www.nps.gov/history/history/online_books/rusticarch/part4.htm (accessed 26 June 2014).

Sandvick, Glenn N. *Duluth. An Illustrated History of Zenith City.* Woodland Hills, CA: Windsor Publications, Inc., 1983.

St. Louis County Proceedings of City Council, 15 January 1922, 18 January 1922.

Bridge No. L6113
Name of Property

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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): SL-DUL-2423

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10. Geographical Data

Acreege of Property Less than 1 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or
UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|------------------|--------------------|
| 1. Zone: 15 | Easting: 1874937 | Northing: 17012953 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

Verbal Boundary Description (describe the boundaries of the property)

The nominated property consists of a rectangle measuring 52 feet long by 51 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 elements.

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11. Form Prepared By

name/title: Katie Kaliszewski, Cultural Resources Specialist

organization: Mead & Hunt, Inc.

street & number: 6501 Watts Road

city or town: Madison State: WI zip code: 53719

email: katie.kaliszewski@meadhunt.com

telephone: 608-273-6380

date: June 2014

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Bridge No. L6113
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Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Bridge No. L6113

City or Vicinity: Duluth

County: St. Louis County

State: Minnesota

Photographer: LHB, Inc.; Katherine Haun

Date Photographed: 26 August 2013; 8 May 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 8

MN_St. Louis County_Bridge No. L6113_0001
Bridge No L6113, south elevation. Facing northeast.

Photo 2 of 8

MN_St. Louis County_Bridge No. L6113_0002
Bridge No. L6113, approach. Facing northeast.

Photo 3 of 8

MN_St. Louis County_Bridge No. L6113_0003
Bridge No. L6113, south railing. Facing south.

Photo 4 of 8

MN_St. Louis County_Bridge No. L6113_0004
Bridge No. L6113, south elevation. Facing north.

Photo 5 of 8

MN_St. Louis County_Bridge No. L6113_0005
Bridge No. L6113, under the bridge. Facing north.

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Photo 6 of 8

MN_St. Louis County_Bridge No. L6113_0006
Bridge No. L6113, south wingwall. Facing north.

Photo 7 of 8

MN_St. Louis County_Bridge No. L6113_0007
Bridge No. L6113, north elevation. Facing south.

Photo 8 of 8

MN_St. Louis County_Bridge No. L6113_0008
Bridge No. L6113, North wingwall. Facing south.

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 100 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 Photos Page 1

Bridge No. L6113

Name of Property
St. Louis, Minnesota

County and State
Reinforced-Concrete Highway Bridges in
Minnesota, 1900-1945

Name of multiple listing (if applicable)



Photo 1 of 8

MN_St. Louis County_Bridge No. L6113_0001

Bridge No. L6113, south elevation. Facing northeast.



Photo 2 of 8

MN_St. Louis County_Bridge No. L6113_0002

Bridge No. L6113, approach. Facing northeast.

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

**National Register of Historic Places
Continuation Sheet**

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Reinforced-Concrete Highway Bridges in
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Name of multiple listing (if applicable)

Section number Photos Page 2



Photo 3 of 8

MN_St. Louis County_Bridge No. L6113_0003

Bridge No. L6113, south railing. Facing south.



Photo 4 of 8

MN_St. Louis County_Bridge No. L6113_0004

Bridge No. L6113, south elevation. Facing north.

United States Department of the Interior
National Park Service

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Continuation Sheet

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Name of Property

St. Louis, Minnesota

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Reinforced-Concrete Highway Bridges in
Minnesota, 1900-1945

Name of multiple listing (if applicable)

Section number Photos Page 3

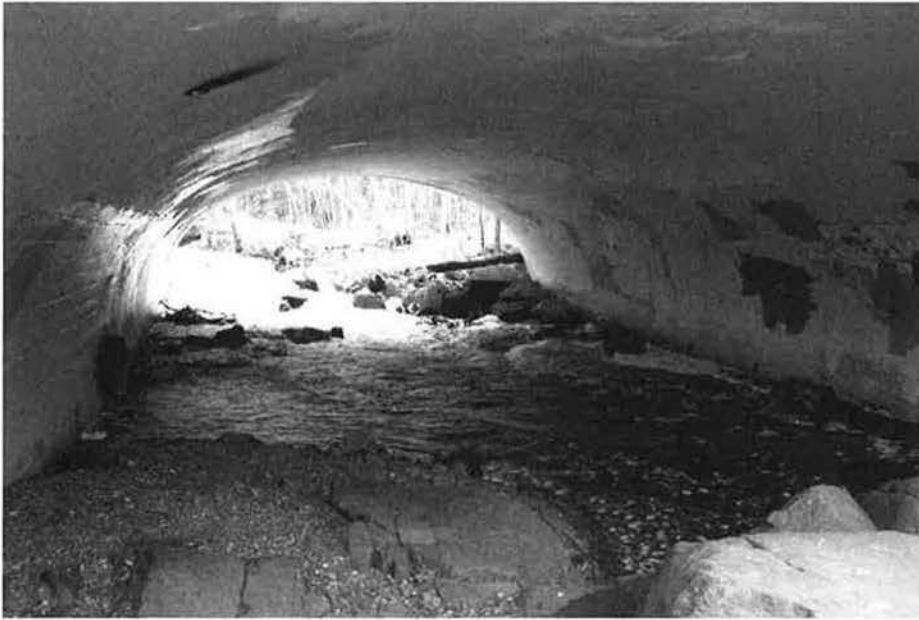


Photo 5 of 8

MN_St. Louis County_Bridge No. L6113_0005

Bridge No. L6113, under the bridge. Facing north.



Photo 6 of 8

MN_St. Louis County_Bridge No. L6113_0006

Bridge No. L6113, south wingwall. Facing north.

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

**National Register of Historic Places
Continuation Sheet**

Bridge No. L6113

Name of Property
St. Louis, Minnesota

County and State
Reinforced-Concrete Highway Bridges in
Minnesota, 1900-1945

Name of multiple listing (if applicable)

Section number Photos Page 4

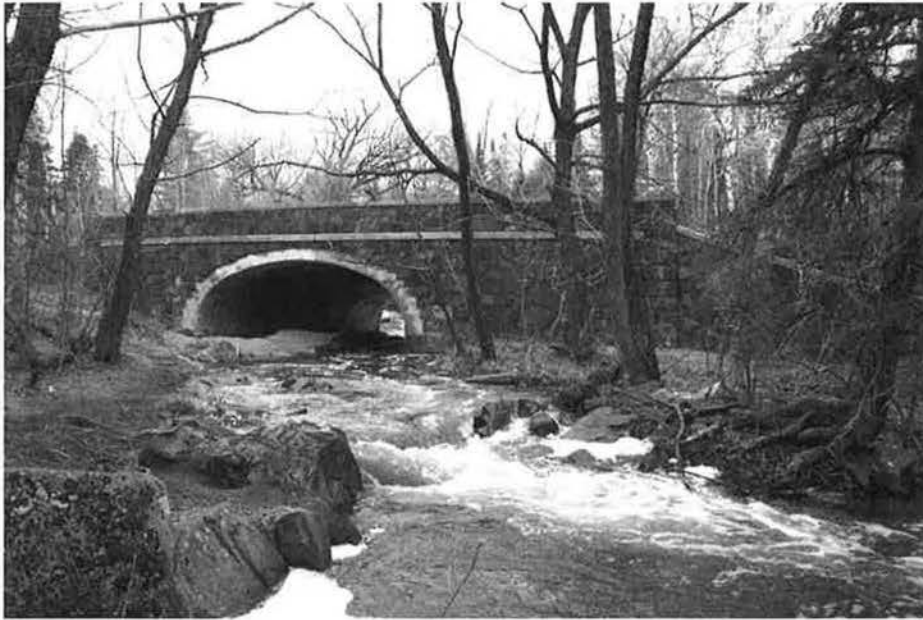


Photo 7 of 8

MN_St. Louis County_Bridge No. L6113_0007

Bridge No. L6113, north elevation. Facing south.



Photo 8 of 8

MN_St. Louis County_Bridge No. L6113_0008

Bridge No. L6113, North wingwall. Facing south.

United States Department of the Interior
National Park Service

National Register of Historic Places
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| |
|--|
| Bridge No. L6113 |
| Name of Property |
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| Minnesota, 1900-1945 |
| Name of multiple listing (if applicable) |

Section number Maps Page 1



| |
|--------------------|
| UTM |
| NAD: 1927 |
| Zone: 15 |
| Easting: 1874937 |
| Northing: 17012953 |

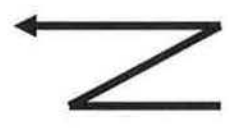
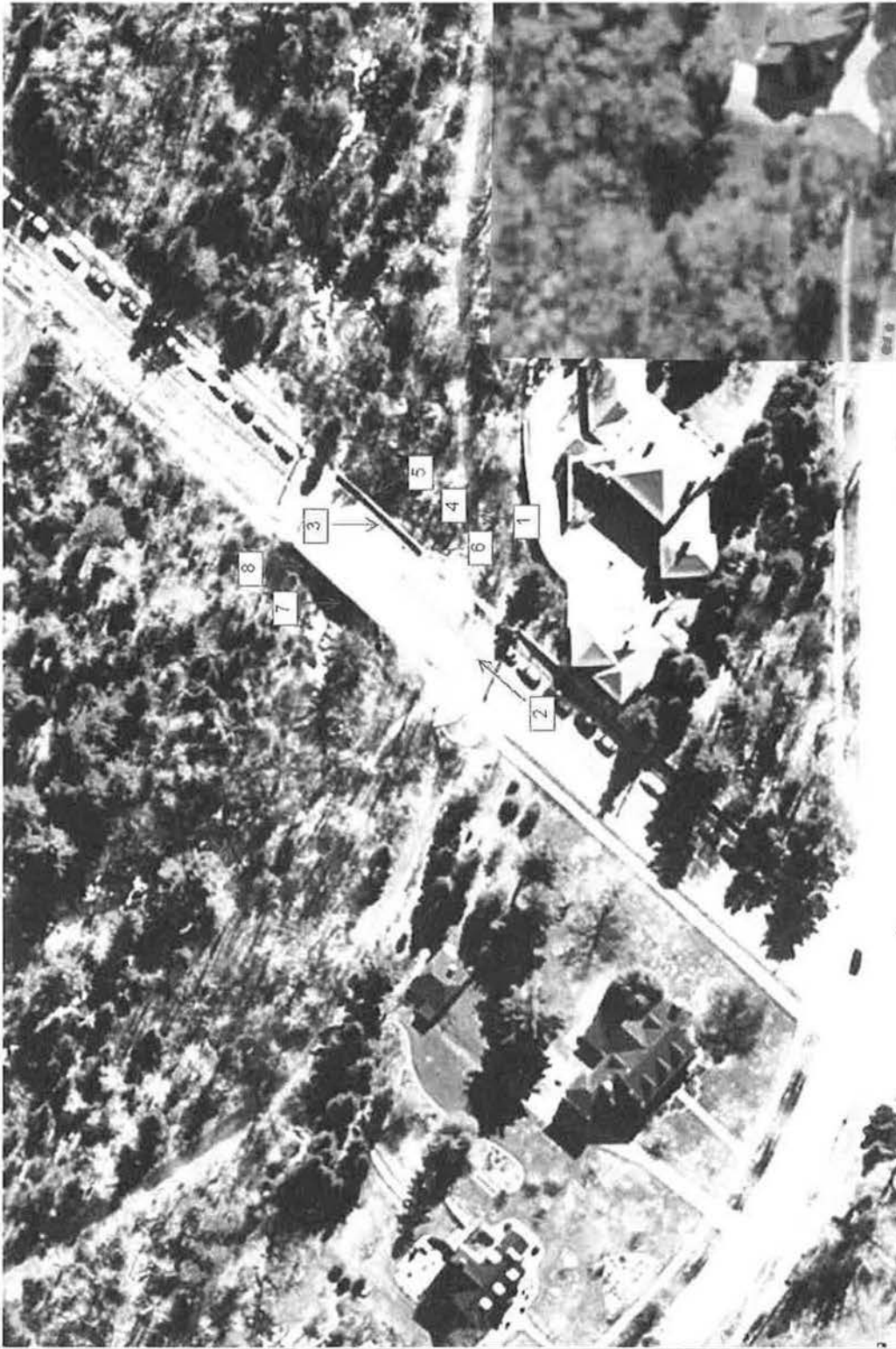
| |
|--------------------------|
| Bridge L6113 |
| Saint Louis County |
| Minnesota |
| 1 inch = 150 feet |
| source: The National Map |

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Bridge No. L6113
Name of Property
St. Louis, Minnesota
County and State
Reinforced-Concrete Highway Bridges in
Minnesota, 1900-1945
Name of multiple listing (if applicable)

Section number Maps Page 2



















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: Date of Pending List: Date of 16th Day: Date of 45th Day: Date of Weekly List:
12/22/2016

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 12/20/2016 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Roger Reed Discipline Historian

Telephone (202)354-2278 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

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



TO: Stephanie Toothman, Keeper
National Register of Historic Places

FROM: Denis Gardner

DATE: 10/27/16

NAME OF PROPERTY: Bridge No. L6113

COUNTY AND STATE: St. Louis County, Minnesota

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
 Digital Map(s)
 Sketch (site) map(s)
 Correspondence
 Owner Objection
The enclosed owner objections
Do Do not constitute a majority of property owners

STAFF COMMENTS: