

United States Department of the Interior
National Park Service

873



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 1790 or visit 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 "multiple listing" functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Bridge No. L8515

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 Lewis Street over Tischer Creek

City or town: Duluth State: Minnesota 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Not for publication: N/A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,

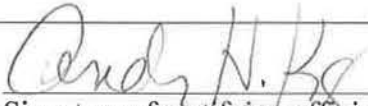
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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. L8515
Name of Property

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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:)

Don Edson H. 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: concrete arch bridge

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

Constructed in 1922 by the City of Duluth, Bridge No. L8515 carries Lewis Street over Tischer Creek in Duluth, Minnesota. The bridge has a total structure length of 46 feet and a 20-foot-wide roadway bordered by a sidewalk on the north side. It features a 16-foot-long, earth-filled, stone-faced concrete arch main span. The bridge's spandrel walls rise above the roadway to form stone railings crested with angular rock fragments. The deck is covered in bituminous.¹ Character-defining features include the overall ornamental aesthetic of the native gabbro veneer with craggy stonework, arched form, and decorative coping. Construction of the reinforced-concrete arch with stone veneer was in response to the bridge's setting within the rural suburban Hunter's Park neighborhood in Duluth.

Narrative Description

Setting

Bridge No. L8515 is aligned on an east-west axis and carries two-way vehicle traffic on Lewis Street over Tischer Creek in the city of Duluth. The bridge stands in a section of the Hunter's Park residential neighborhood known as "Oatmeal Hill." Residential properties and parkland surround the bridge, and a masonry-faced church is located northwest of the bridge. Lewis Street has been widened west of the bridge.

Description

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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Built in 1922, Bridge No. L8515 is a single-span concrete arch bridge with a randomly coursed native gabbro masonry veneer. The bridge has a main span length of 16 feet and a total structure length of 46 feet. It carries a 20-foot bituminous roadway bordered by a 5-foot sidewalk and curb along the north side of the roadway and a concrete curb along the south side of the roadway.

The concrete arch bridge features randomly coursed, masonry-faced headwalls, railings, and substructure, reflecting the Rustic style popular during the first half of the twentieth century. The masonry is rough-faced native gabbro and varies in color from dark grey to light brown. The parapet railing projects several feet above the roadway on each side of the bridge. A portion of the mortar along the north railing has been patched, resulting in varying colors and widths of the mortar along the railing. The masonry width and color is consistent along the remainder of the bridge. Gabbro rock projects along the top of the parapet railings in a jagged, randomly set pattern.

The concrete arch is lined by rectangular rough-faced voussior stones on both elevations. The interior of the arch is exposed reinforced concrete and shows some deterioration. The concrete arch springs from masonry-faced abutments and wingwalls. The north face of the bridge features flared wingwalls, while the south face of the bridge features straight wingwalls. The gabbro rock covering the substructure is consistent in size and color with the stones found on the headwalls and railings.

Minor repairs and maintenance have been performed on the bridge, including mortar repair and added drainage openings to the interior of the arch. Three pipe and culvert openings not original to the bridge pierce the interior of the arch near the base. Research indicates that at least one opening is used for storm sewer purposes. There are two openings located at the east abutment and one at the west abutment. The openings at the east abutment are 42 inches and 20 inches in diameter, and the opening at the west abutment is 21 inches in diameter.

Integrity

Bridge No. L8515 retains a high degree of historic integrity. The bridge remains in its original location and continues to carry Lewis Street over Tischer Creek in the city of Duluth, Minnesota. The overall association with Tischers Creek and the Oatmeal Hill section of Hunter's Park neighborhood remain unchanged. Its association with transportation, as it continues to carry vehicular traffic, is also retained. The surrounding area continues to be residential and the masonry-faced bridge continues to reflect the Rustic style typical in Duluth during the first half of the twentieth century.

The bridge retains the original masonry veneer on the railings, spandrel walls, and substructure elements. Though some mortar has been replaced along the north railing and appears different from the original mortar, it does not compromise the bridge's integrity of design. Though drainage openings were added to the interior of the arch, they are not easily visible and do not greatly alter the design and appearance of the bridge. These minor repairs and alterations were completed without compromising the original form, surface materials, style, or massing of the bridge or altering character-defining features. Therefore, the bridge retains a sufficient degree of integrity of design, workmanship, and materials to convey its historic significance.

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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

1922

Significant Dates

1922

Significant Person
(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

City of Duluth Engineer's Office/ Day Labor

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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. L8515 is eligible for listing in the National Register of Historic Places (National Register) at the local level under *Criterion C: Engineering* within the historic context of "Reinforced Concrete Highway Bridges in Minnesota, 1900-1945" for high aesthetic value. 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. L8515 satisfies this criterion. With its well-crafted, uncoursed, rock-faced masonry and angular parapet cresting, Bridge No. L8515 reflects the early Rustic style popular during the first half of the twentieth century for bridges located in park-like settings. Bridge No. L8515 has a period of significance of 1922, which corresponds to the year the bridge was built.

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

Historic Context

In the late nineteenth century, industry was rapidly growing in Duluth, and the city began to sell railway access to the competing railroads that sought to transport goods to and from Duluth's industrial areas. This, in turn, led to increased growth of industry, including flour mills, iron and steel companies, and ship and rail car manufacturing.²

As the economy grew, so did the city. Between 1883 and 1887 the population grew from 13,000 to almost 33,000.³ Duluth built a new city hall in 1889, and boasted schools, banks, parks, and well-maintained roads for its citizens. In 1891 the city began constructing a new parkway system called the Skyline Parkway to provide a scenic, pleasant roadway for the city. Investors also began platting neighborhoods and building houses. The Duluth Land Company, one of the city's first land developing companies, was founded in 1890 and owned land along the waterfront. The Duluth Land Company sought to develop and sell commercial, industrial, and some residential land. Competitors included the Highland Improvement Company, which focused on developing neighborhoods and constructing homes for Duluth citizens in a new part of town called Duluth Heights.⁴

Two investors, Angus MacFarlane and Ronald Hunter, purchased and developed the Hunter's Park Neighborhood at the same time as the Duluth Land Company and Highland Improvement Company began transforming large tracts of land for new uses.⁵ Smaller than Duluth Heights and the Duluth Land Company's waterfront developments, the neighborhood was platted in 1891 following the arrival of the streetcar line to the area. The park-like neighborhood included an area known as Oatmeal Hill, which was developed during the late nineteenth century as a summer enclave for Duluth residents.⁶ MacFarlane and Hunter named the streets in Hunter's Creek after English and Scottish places and people.⁷

As the twentieth century began and Duluth continued to develop, road improvement projects featured the replacement of bridges along the Skyline Parkway. In 1910 the City of Duluth began replacing original wooden bridges along the parkway with picturesque concrete arch structures with masonry facing. These bridges were constructed to complement their natural surroundings, and were built in the Rustic style. Rustic style bridges were popular for the extensive Skyline Parkway system during the first half of the twentieth century, and the city features a good collection of masonry veneer

² Glenn N. Sandvick, *Duluth, An Illustrated History of Zenith City* (Woodland Hills, CA: Windsor Publications, Inc., 1983), 40-42.

³ Sandvick, 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).

⁴ Sandvick, 45-6.

⁵ "The Development of Duluth from 1856-1939," from *Lost Duluth: Landmarks, Industries, Buildings, Homes, and the Neighborhoods in Which they Stood* (Duluth, MN: Zenith City Press, 2011), available at <http://zenithcity.com/zenith-city-history-archives/duluths-development/the-development-of-duluth-from-1856-1939/> (accessed 12 June 2014).

⁶ "The Development of Duluth from 1856-1939"; "Bridge No. L8515 Minnesota Historic Bridge Inventory," available at the State Historic Preservation Office, St. Paul, MN.

⁷ "The Development of Duluth from 1856-1939."

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concrete arch bridges built during this time.⁸ The Skyline Parkway bridges influenced bridge construction throughout the city, including bridges constructed in park-like neighborhoods.

Construction

In January 1922 the Duluth City Council decided "public convenience and safety" required the construction of a highway crossing over Tischer Creek on Lewis Street.⁹ In keeping with the neighborhood's rural-suburban character, the city engineer's office designed the new crossing as a stone-faced concrete arch, a popular style of the time. For the bridge, they selected a cladding of native gabbro, a dark, durable rock, known locally as bluestone, which was widely employed for building purposes in the Duluth area.¹⁰ Instead of putting the work out to bid, the city constructed the bridge with day labor, under the supervision of municipal engineer E.K. Coe. Construction was completed before the end of 1922, at a total cost of \$3,296.¹¹

Bridge No. L8515 was constructed in the Rustic style, which was often used for bridges located in natural settings. The style was first used in the early 1910s, and reached its height of popularity in the late 1920s and 1930s due to its use in National Parks. The style required substantial, yet easy to maintain construction, as well as materials and a style that would harmonize with the surrounding setting.¹² A distinguishing characteristic of this style is the dual purpose it serves as an ornamental landscape feature and load-bearing structure. As the noted bridge engineer Henry G. Tyrrel observed in 1901, "In the matter of ornamental park-bridges the engineer has opportunity to display more or less artistic taste, and create not only useful works, but architectural ornaments as well." As a general rule, a bridge's material conforms to the local building stone available during its period of construction.¹³ Bridge No. L8515 reflects this philosophy with the use of local gabbro stone as a veneer on the concrete arch form.

The design of Bridge No. L8515 was influenced by the masonry-faced concrete arch trend that began with construction of the bridges along the Skyline Parkway and was popular during the early twentieth century in Duluth. Masonry faced concrete arch bridges were designed to complement the natural setting around the bridge. In 1910, when Duluth began replacing wooden bridges on rural Skyline Parkway, the city chose the masonry-faced concrete arch design as the standard.¹⁴ There is a large concentration of Rustic-style bridges along Skyline Parkway. Eight stone-faced concrete arch bridges carry Seven Bridges Road. Two stone faced concrete arch bridges cross Amity Creek. Five stone-faced

⁸ Robert M. Frame III, "Reinforced Concrete Highway Bridges in Minnesota, 1900-1045," National Register of Historic Places Multiple Property Documentation Form, available at the Minnesota State Historic Preservation Office, St. Paul, MN, E-15; "Stark Preservation Planning, *Skyline Parkway Cultural Resources Inventory*, 2011, 12.

⁹ St. Louis County Proceedings of City Council, 15 January 1922, 18 January 1922.

¹⁰ "Bridge No. L8515 Minnesota Historic Bridge Inventory," Available at the Minnesota State Historic Preservation Office, St. Paul, MN.

¹¹ Contract No. 2387, Concrete Bridge across Tischer's Creek at Lewis Street.

¹² National Park Service, "Rustic Architecture, 1916-1942," available at http://www.nps.gov/history/history/online_books/rusticarch/part4.htm (accessed 26 June 2014).

¹³ "Bridge No. L8515 Minnesota Historic Bridge Inventory."

¹⁴ "Bridge No. L8515 Minnesota Historic Bridge Inventory."

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concrete arch bridges cross Mission Creek.¹⁵ Closer to the heart of Duluth, the stone-faced concrete arch Lincoln Park Bridge (L8447) carries 10th Street over Miller Creek in Lincoln Park.¹⁶

The masonry-faced concrete-arch bridges along the Parkway influenced bridge construction in other parts of Duluth, and the city constructed bridges similar to those on the Parkway along city streets. Bridge No. L6113 and Bridge No. L8515 are two examples. Bridge No. L6113, located in Congdon Park, was constructed in conjunction with the extension of the street car line. The city engineers utilized a concrete arch with a masonry veneer that compliments its surroundings. In the same way, Bridge No. L8515 was constructed in an urban park-like neighborhood setting, and utilized the Rustic style to complement the neighborhood.¹⁷

Bridge No. L8515 is an excellent example of the Rustic style as applied to bridges. With its well-crafted, uncoursed, rock-faced masonry and angular parapet cresting, Bridge No. L8515 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*.

¹⁵ Stark Preservation Planning.

¹⁶ "Bridge No. L8477 Statewide Bridge Survey Inventory Form," available at the Minnesota State Historic Preservation Office, St. Paul, MN.

¹⁷ 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 Parkway Multiple Property Inventory. It has not considered the complete population of bridges in the city.

Bridge No. L8515
Name of Property

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9. Major Bibliographical References

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

"Bridge No. L8477 Statewide Bridge Survey Inventory Form." Available at the Minnesota State Historic Preservation Office, St. Paul, MN.

"Bridge No. L8515 Minnesota Historic Bridge Inventory." Available at the Minnesota State Historic Preservation Office, St. Paul, MN.

Contract No 2387. "Concrete Bridge across Tischer Creek at Lewis Street."

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

Frame III, Robert M. "Reinforced Concrete Highway Bridges in Minnesota, 1900-1945." National Register of Historic Places Multiple Property Documentation Form. Available at the Minnesota State Historic Preservation Office, 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).

Roise, Charlene, and Denis P. Gardner. "Making the City Itself a Work of Art: An Historical Context for the Grand Rounds, Minneapolis." 2000. Available at the Minnesota State Historic Preservation Office, St. Paul, MN.

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

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

Stark Preservation Planning. *Skyline Parkway Cultural Resources Inventory*. 2011.

"The Development of Duluth from 1856-1939." From *Lost Duluth: Landmarks, Industries, Buildings, Homes, and the Neighborhoods in which they Stood*. Duluth, MN: Zenith City Press, 2011. Available at <http://zenithcity.com/zenith-city-history-archives/the-development-of-duluth-from-1856-1939/> (accessed 12 June 2014).

Bridge No. L8515
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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-2426

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10. Geographical Data

Acreeage 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: 1872174 | Northing: 17015945 |
| 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 46 feet long by 28 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: Melinda Ortiz and Heather Goodson / Cultural Resource Specialists

organization: Mead & Hunt, Inc.

street & number: 7900 W. 78th Street, Suite 370

city or town: Minneapolis State: MN zip code: 55439

email: melinda.ortiz@meadhunt.com

telephone: 952-941-5619

date: June 30, 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. L8515
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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. L8515

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 10

MN_St. Louis County_Bridge No. L8515_0001
Bridge No. L8515, north elevation. Facing south.

Photo 2 of 10

MN_St. Louis County_Bridge No. L8515_0002
Bridge No. L8515, south elevation. Facing north.

Photo 3 of 10

MN_St. Louis County_Bridge No. L8515_0003
Bridge No. L8515, south elevation. Facing northeast.

Photo 4 of 10

MN_St. Louis County_Bridge No. L8515_0004
Bridge No. L8515, north elevation. Facing southeast.

Photo 5 of 10

MN_St. Louis County_Bridge No. L8515_0005
Bridge No. L8515, north railing. Facing northwest.

Photo 6 of 10

MN_St. Louis County_Bridge No. L8515_0006
Bridge No. L8515, south railing. Facing southeast.

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Photo 7 of 10

MN_St. Louis County_Bridge No. L8515_0007

Bridge No. L8515, repointing along the top of the north railing. Facing west.

Photo 8 of 10

MN_St. Louis County_Bridge No. L8515_0008

Bridge No. L8515, deck. Facing west.

Photo 9 of 10

MN_St. Louis County_Bridge No. L8515_0009

Bridge No. L8515, north drainage hole in arch at east abutment. Facing east.

Photo 10 of 10

MN_St. Louis County_Bridge No. L8515_0010

Bridge No. L8515, south drainage hole in arch at east abutment. Facing northeast.

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.

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Continuation Sheet

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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 1



Photo 1 of 10

MN_St. Louis County_Bridge No. L8515_0001

Bridge No. L8515, north elevation. Facing south.



Photo 2 of 10

MN_St. Louis County_Bridge No. L8515_0002

Bridge No. L8515, south elevation. Facing north.

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Continuation Sheet

Section number Photos Page 2

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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)



Photo 3 of 10

MN_St. Louis County_Bridge No. L8515_0003

Bridge No. L8515, south elevation. Facing northeast.



Photo 4 of 10

MN_St. Louis County_Bridge No. L8515_0004

Bridge No. L8515, north elevation. Facing southeast.

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National Register of Historic Places
Continuation Sheet

Bridge No. L8515
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 3



Photo 5 of 10
MN_St. Louis County_Bridge No. L8515_0005
Bridge No. L8515, north railing. Facing northwest.



Photo 6 of 10
MN_St. Louis County_Bridge No. L8515_0006
Bridge No. L8515, south railing. Facing southeast.

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Continuation Sheet**

Bridge No. L8515

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St. Louis, Minnesota

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

Section number Photos Page 4



Photo 7 of 10

MN_St. Louis County_Bridge No. L8515_0007

Bridge No. L8515, repointing along the top of the north railing. Facing west.



Photo 8 of 10

MN_St. Louis County_Bridge No. L8515_0008

Bridge No. L8515, deck. Facing west.

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National Register of Historic Places
Continuation Sheet

Bridge No. L8515

Name of Property
St. Louis, Minnesota

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

Section number Photos Page 5



Photo 9 of 10

MN_St. Louis County_Bridge No. L8515_0009

Bridge No. L8515, north drainage hole in arch at east abutment. Facing east.



Photo 10 of 10

MN_St. Louis County_Bridge No. L8515_0010

Bridge No. L8515, south drainage hole in arch at east abutment. Facing northeast.

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Bridge L8515
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Section number Maps Page 1



UTM
NAD: 1927
Zone: 15
Easting: 1872174
Northing: 17015945

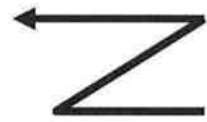
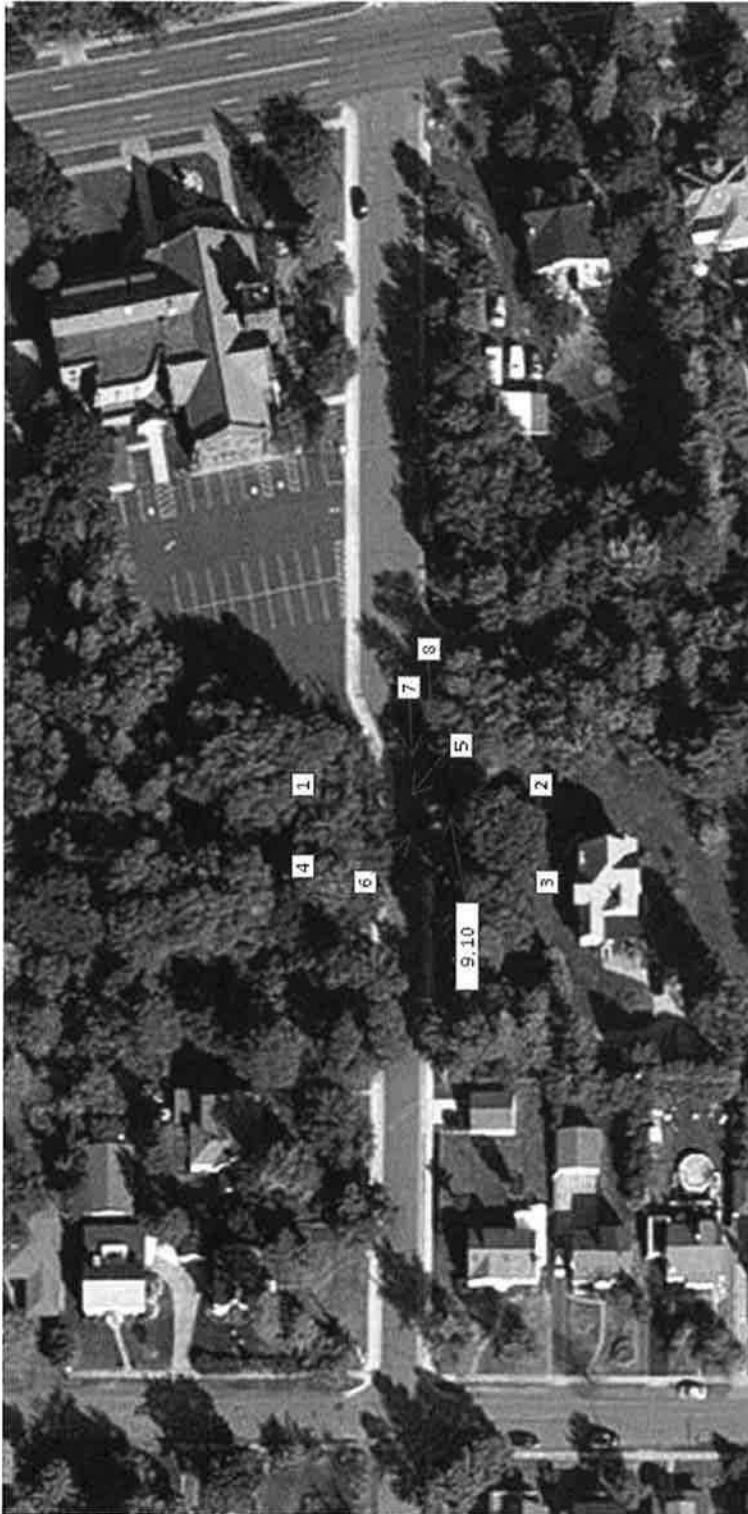
Bridge L8515
Saint Louis County
Minnesota
1 inch = 150 feet
source: The National Map

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Maps Page 2

Bridge L8515
Name of Property
St. Louis, Minnesota
County and State
Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945
Name of multiple listing (if applicable)

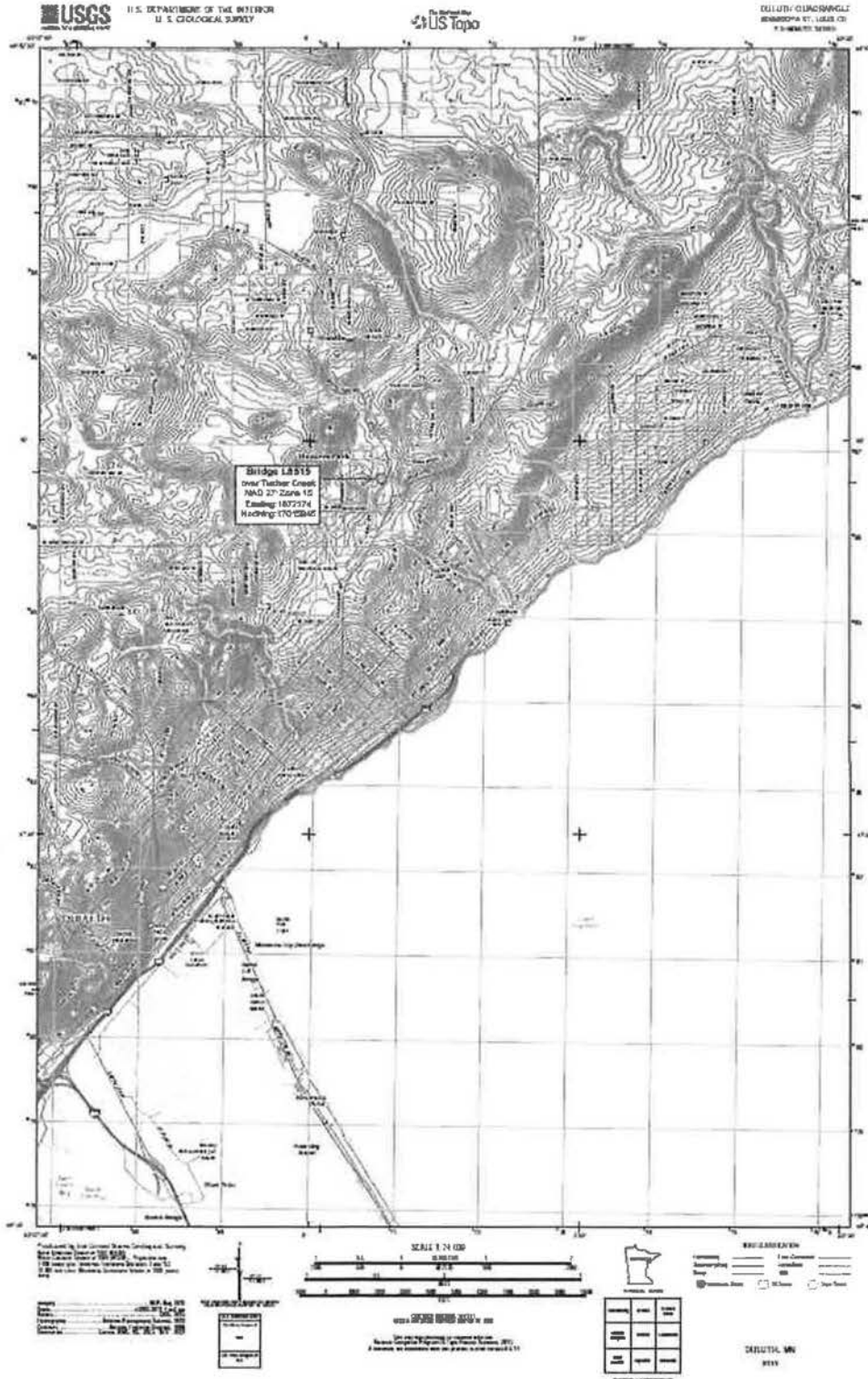


United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Bridge L8515
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 3



















WEIGHT
LIMIT
26T
40T
40T





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. L8515

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: