

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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 98000686

Date Listed: 6/29/98

Bridge No. 3589--Silver Creek Township, Lake

Property Name

County

**MN
State**

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Beth Doland

Signature of the Keeper

7/13/98

Date of Action

=====
Amended Items in Nomination:

Both the construction and alteration design are significant. Therefore, the correct periods of significance are 1924 and 1939.

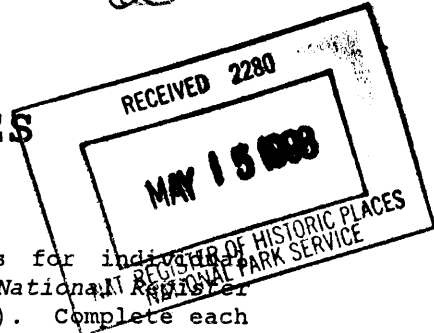
This information was verified by Susan Roth of the MN SHPO staff.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

686

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Bridge No. 3589
other names/site number N/A

2. Location

street & number U.S. Hwy. 61 over Stewart River
not for publication N/A
city or town Silver Creek Twp. Two Harbors vicinity X
state Minnesota code MN county Lake code 075
zip code 55616

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally. (See continuation sheet for additional comments.)

Ian R. Stewart Signature of certifying official 5/1/98 Date
Ian R. Stewart, Deputy State Historic Preservation Officer
State or Federal agency and bureau Minnesota Historical Society

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 Signature of commenting or other official Date
 State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register
See continuation sheet.

determined eligible for the
National Register

See continuation sheet.
determined not eligible for the
National Register

removed from the National Register

other (explain): _____

Beth Poland

6/29/98

Signature of Keeper Date
of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing
<u>0</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>1</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register N/A

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

Reinforced-Concrete Highway Bridges in Minnesota

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

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

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

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

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: Reinforced-concrete arch

Materials (Enter categories from instructions)

foundation (Substructure) CONCRETE

roof _____

walls _____

other (Superstructure) CONCRETE

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

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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENGINEERING

Period of Significance 1924

Significant Dates 1924, 1939

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation _____

Architect/Builder Contractor/Builder: Adams Construction
Company: August Laine
Designer: Minnesota Highway Department

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
X Other State agency
___ Federal agency
___ Local government
___ University
___ Other

Name of repository: Minnesota Department of Transportation

10. Geographical Data

Acreage of Property less than one acre

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

	Zone Easting	Northing	Zone Easting	Northing
1	<u>15</u>	<u>604010</u>	<u>5211390</u>	3 _____
2	_____	_____	4 _____	_____

___ See continuation sheet.

Two Harbors, Minn., 1992

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

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

11. Form Prepared By

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

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1 Bridge No. 3589
name of property
Lake County, Minnesota
county and state

Description

Overlooking Lake Superior on the east, Bridge No. 3589 carries U.S. Highway 61 (formerly Trunk Highway 1) over the Stewart River in a rural area just north of Two Harbors. In 1924, the Minnesota Highway Department erected at this site a 70-foot, spandrel-filled, reinforced-concrete arch detailed in the Classical Revival Style. On each side, monumental pilasters, decorated with a recessed, rectilinear panel, framed the arch opening, which was further ornamented by a pronounced archivolt. To set off the architectural detailing, the concrete work displayed two types of finish: coarse on the abutment walls, pilaster panels, and spandrel walls; smooth on the pilaster surrounds and archivolt. The bridge's concrete railings, also smoothly finished, were of the open-balustrade type, except for solid-parapet sections over the abutment walls. These sections displayed recessed panels accented with a coarse finish. The original roadway width was 19 feet. In 1939, the Minnesota Highway Department widened the arch by pouring a new section on the east side, so that the bridge could accommodate a 30-foot roadway and a single sidewalk, located on the east. In its architectural detailing and finish, the new east side reiterated the original construction of the abutment walls, pilasters, spandrel walls, and archivolt. As part of the remodeling, the state also replaced the original railings on both sides. The new concrete railings eliminated the solid-parapet sections over the abutment walls in favor of an extended, open-balustrade treatment for the entire crossing. Although plainer in detailing, the new railings were compatible with the bridge's Classical Revival Style. Bridge No. 3589 retains its historical integrity.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 1 Bridge No. 3589
name of property
 Lake County, Minnesota
county and state

Summary of Significance

In 1921, Minnesota inaugurated a state trunk highway system that was intended to connect all county seats with a state-owned network of well-engineered and well-maintained arterial roads. One of the longest routes, and the most heavily traveled during the system's first decade, was Trunk Highway 1 (later redesignated as Trunk Highway 61). Stretching from Iowa to Canada, by way of Albert Lea, Minneapolis, Duluth, Two Harbors, and Grand Portage, Trunk Highway 1 was a crucial conduit for the state's economic life, equally serving southern Minnesota farmers, Twin Cities manufacturers, and Lake Superior resort owners. For Midwestern motorists, the route was most famous for its northern reaches, which skirted the edge of Lake Superior on a rocky ledge cut by cascading streams. To quote one of the many travel writers who extolled the highway in the 1920s:

Beyond argument, the drive on this northern shore of Lake Superior between Duluth and Port Arthur [Canada] is a natural classic. This is the land of the sky-blue water and the cathedral red rocks, where the prophetic Indian voice of Gitchie Manitou booms to the joyous loneliness amid the million sea gulls flying like snow. A most satisfying road clings to the shore, now streaming with light, now cut through somber jungle of blue-black trees.

By 1931, Trunk Highway 1 boasted 300 miles of continuous pavement from Albert Lea to Two harbors, providing the smoothest, longest ride in the state system. This achievement cost considerable exertion on the part of the Minnesota Highway Department, especially on the lake-shore portion of the route where existing roadways and bridges required widening or replacement to conform to the department's safety standards. With its rock-rimmed river gorges, the area was one of the few regions in the state that favored concrete-arch bridges, which reduced substructure costs by springing directly from exposed bedrock. In 1924, the state

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CONTINUATION SHEET**

Section 8 Page 2 Bridge No. 3589
name of property
Lake County, Minnesota
county and state

highway department prepared a concrete-arch design, with a 70-foot span and a 19-foot roadway, to replace an older crossing of the Stewart River in a rural area just north of Two Harbors. On a bid of \$9,285, Adams Construction Company of Minneapolis secured the contract for the project, and a photograph of the new crossing appeared in the state highway department's biennial report for 1923-1924. The agency's pride in Bridge No. 3589 was understandable, as its sedate Classical Revival design was the most aesthetically accomplished statement yet produced by the state trunk highway program.

As a general rule, the highway department reserved architectural detailing for urban bridges, and then focused the treatment on railing design. Bridges in rural areas were considered utilitarian engineering structures. As a spokesman for the highway department later explained:

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. Nevertheless it is a debatable question as to what extent this practice of beautification should be carried in the case of the many so-called "country" bridges. In public undertakings of this kind, the economical aspects usually tend to outweigh the item of aesthetics, and in numerous instances, quite properly so.

Bridge No. 3589 was a stand-out exception, featuring not only well-detailed, open-balustrade railings, but also an emphatic archivolt and monumental pilasters with recessed panels accented by contrasting concrete finishes. Evidently, the bridge's scenic location on a popular tourist route made the Stewart River crossing a worthy candidate for full architectural treatment. The lake shore drive was so heavily traveled that in 1934 the highway department prepared a preliminary plan for widening the bridge's roadway. Implementation of the project, however, was

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CONTINUATION SHEET**

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postponed until 1939, when federal funds finally became available for the purpose. Completed at a cost of \$12,793 by contractor August Laine of Kettle River, Minnesota, the bridge's widening respected the structure's original design, so that Bridge No. 3589 remains a striking ornament of the state's trunk highway system.

Bridge No. 3589 is eligible for the National Register under Criterion C for its architectural design, within the historic context of "Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945." The Multiple Property Documentation Form associated with this context states that a concrete highway bridge may be eligible under Criterion C if it displays notable aesthetics.

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CONTINUATION SHEET**

Section 9 Page 1 Bridge No. 3589
name of property
 Lake County, Minnesota
county and state

Bibliography

Published Sources

"Historic Context: Northern Minnesota Resort Industry."
*Minnesota History in Sites and Structures: A Comprehensive
Preservation Planning Process. Historic Context Outlines:
The Post-Contact Period Contexts* (St. Paul: State Historic
Preservation Office, Minnesota Historical Society, n.d), 19-
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Minnesota Highway Department. *Biennial Report, 1923-1924*, N.p.,
1924, 31.

"Minnesota Trunk Highway Bridge Construction." *Bulletin of the
Minnesota Federation of Architectural and Engineering
Societies* 26 (April 1931): 18.

"Odd Map Pictures Disbursements and Traffic Flow on Minnesota
Highways." *Western Magazine* 27 (April 1926): 103.

"Paving Is Now Complete on Nine Highways." *Mantorville Express*, 3
December 1931.

"The Rimland of Unsalted Seas." *Western Magazine* 31 (August
1928): 126-128.

Unpublished Sources

Frame, Robert M., "Reinforced-Concrete Highway
Bridges in Minnesota." National Register of Historic Places
Multiple Property Documentation Form. State Historic
Preservation Office, St. Paul.

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CONTINUATION SHEET**

Section 9 Page 2 Bridge No. 3589
name of property
 Lake County, Minnesota
county and state

Archival Sources

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

Bridge No. 3589 File. Minnesota Department of Transportation, Bridge Division, St. Paul.

Bridge No. 3589 File. Minnesota Department of Transportation, District Office 1, Duluth.

Bridge No. 3589 Storage File. Minnesota Department of Transportation, Records Storage Center, St. Paul.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 1 Bridge No. 3589
name of property
 Lake County, Minnesota
county and state

Verbal Boundary Description

The general area of the nominated property is a rectangle approximately 36 feet wide, whose long axis parallels the centerline of the bridge. The property is bounded at each end by the outer edges of the abutments.

Boundary Justification

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