United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

467

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. 5722

other names/site number N/A

2. Location

street & number North Section Street (U.S. Highway 63) over Spring Valley Creek | N/A | not for publication

city or town Spring Valley | | vicinity

state Minnesota code MN county Fillmore code 045 zip code 55975

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:)

for Edson H. Beall 7-20-11

Signature of the Keeper Date of Action

Bridge No. 5722
Name of Property

Fillmore County, Minnesota
County and State

5. Classification

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

- [ ] private
- [ ] public - Local
- [X] public - State
- [ ] public - Federal

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

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		**Total**

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

N/A

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)

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: Three-cell concrete box culvert

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: N/A
roof: N/A
other: METAL (railings)

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Bridge No. 5722
Name of Property
Fillmore, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

Summary Description

Constructed in 1936, Bridge No. 5722 carries North Section Street (U.S. Highway [US] 63/Trunk Highway [TH] 1) over Spring Valley Creek in the city of Spring Valley, Fillmore County, Minnesota. The bridge is a 49.7-foot, monolithic, three-cell concrete box culvert with an out-to-out deck width of approximately 67 feet. Each cell opening is 12 feet wide by six feet tall with a 67-foot barrel length. The overall structure width, including the wingwalls, culvert base, and piers, is 85.3 feet. Bridge No. 5722 is included in the National Inventory of Bridges as a bridge, while structurally it is considered a concrete box culvert. Bridge No. 5722 has two character-defining features: (1) the monolithic, three-cell, skewed concrete box culvert design construction, including extended apron walls and sidewalks; and (2) the ornamental metal railing identified on the original plans as a "Wisconsin Rail."[1]

Description Narrative

Property and Setting

Bridge No. 5722 is centrally located in the city of Spring Valley, Minnesota, and carries North Section Street (US 63/TH 1) from the Historic Bluff Country Scenic Byway (TH 16) south (photo #1). In general, the bridge is bound by Spring Valley's commercial district to the west and Willow Park, originally the Spring Valley Depot Grounds, to the east. Spring Valley Creek flows west to the northeast through downtown Spring Valley, crossing North Section Street at an angle near West Jefferson Street and continuing through Willow Park. The shallow creek has earthen banks with concrete retaining walls where the east end of Courtland Street dead-ends at the creek.

The bridge is located on a portion of Section Street with primarily light-industrial and commercial uses: an abandoned c.1930 service station is north of the bridge, a recent metal building is to the west, a gravel parking lot is to the east, and a c.1935 Municipal Public Utility building is to the south (photo #2).

Description

Bridge No. 5722 is a three-cell (or three-span when considered as a bridge) concrete cast-in-place box culvert. A culvert is traditionally defined as a drainage opening beneath a roadway with a span of less than 20 feet.[2] Typically, culverts are unadorned, simple structures without railings or sidewalks, and in almost all cases with two or more feet of fill between the top of the structure and the roadway. With less than two feet of fill, Bridge No. 5722 is very unusual because the top of the culvert structure serves as the highway driving surface (photo #5).[3] Older concrete culverts like Bridge No. 5722 were cast-in-place concrete, but since World War II have been largely superseded by pre-cast concrete units, manufactured off-site. All cast-in-place concrete culverts are

[1] The character-defining features are listed in Section III-2, Historical Data, "Character-Defining Features," Historic Bridge Management Plan, Bridge No. 5722, prepared for Minnesota Department of Transportation, June 2006. Available at the Cultural Resources Unit, Minnesota Department of Transportation, St. Paul, Minn.

[2] U.S. Department of Transportation, *Bridge Inspectors Training Manual/90* (Washington D.C.: Federal Highway Administration, 1991), 19-1.

[3] Modern precast culverts, when used with minimal fill below the roadway, employ a "distribution slab" to distribute the vehicular load across the top of the culvert, a device not used in Bridge No. 5722.

monolithic structures, poured into a pre-made form so the base, top, and walls of the culvert are formed as a single unit and do not have construction joints. The structural unit or hydraulic opening through which water flows is called a cell; two or more adjacent cells are combined to create larger culvert structures. The box culvert is traditionally chosen for moderate spans that carry live loads, such as vehicular traffic (photo #3).

Bridge No. 5722 has an 18-inch-thick concrete base, 10-inch concrete sidewalls, and an 11-inch top slab that also serves as the driving surface. The top slab is deepest at the driving surface and shallower beneath the sidewalks because the sidewalks do not need to support heavy vehicular loads. Each cell is 12 feet wide by 6 feet tall and has a 67-foot-long barrel, roughly equivalent to the width of the bridge. The concrete surface of the barrel has lines and marks reflecting the original wood forms when the structure was cast (photo #7). The culvert floor continues from wingwall to wingwall along a line connecting the ends of the extended cell walls, and constitutes an apron that extends approximately six feet, eight inches from the deck width on both sides of the structure. The culvert walls (serving as piers when considered as a bridge) extend the same six-foot, eight-inch distance as the culvert floor, with their height diminishing diagonally from the top of the culvert to the concrete floor. Six-foot-long, reinforced concrete wingwalls extend from the four corners of the culvert (photo 4). The northwest wingwall is connected to a retaining wall providing support for the dead end of Courtland Street. The southwest wingwall abuts a concrete retaining wall that was added to the southwest bank of Spring Creek.

Bridge No. 5722 has an overall structure length of 49.7 feet and an out-to-out deck width of approximately 67 feet, equal to the culvert barrel length. The deck accommodates a 35.5-foot roadway and two 6.5-foot sidewalks, which are continuations of sidewalks along North Section Street. The bridge is skewed 35 degrees to accommodate the angle of the creek as it crosses beneath North Section Street (photo 6).

Bridge No. 5722 also features ornamental metal railings along both sidewalks. The railing was specified as a "Wisconsin Railing" on the original bridge documents. The overall railing length on each side is 47 feet, and is comprised of seven sections that are each approximately six feet long (photo 8). The welded steel railing is approximately four feet high with regularly spaced square metal verticals and welded circles. Two, three-foot, nine-inch-high concrete endposts with recessed center panels terminate the railing (photo 9). No bridge plates were found on the endposts. A modern metal chain-link fence extends off the bridge from the north endpost.

Integrity

Bridge No. 5722 retains integrity of location, setting, design, feeling, and association. Because of the cast-in-place concrete construction, integrity of workmanship as an expression of artisans' labor and skill does not directly apply to Bridge No. 5722. Bridge No. 5722 retains its original location. However, the setting surrounding the bridge has evolved since the original construction. Originally, residences and the Spring Valley Depot grounds were located along the street adjacent to the bridge. After the construction of US 63, North Section Street became more commercial and industrial, especially to the north at the intersection of TH 16. Early twentieth-century houses to the north were razed at some point. The Spring Valley Depot grounds to the east were converted into an open park after the railroad was discontinued through Spring Valley in the 1960s. These minor changes do not negatively affect the setting of the bridge as most of the development of the commercial corridor happened around the same time as the construction of the bridge, including the extant municipal utility plant and the service station.

Bridge repair work, including repairs to the culvert barrels, sidewalks, and deck, has been minor. New concrete endposts that replicate the original design were installed in 1996. The southwest wingwall has been altered with additional concrete on the diagonal top edge of the wingwall to bring the wingwall to sidewalk height and allow for a power pole to be added. This wingwall now abuts a retaining wall for the south bank of Spring Valley Creek. There have been no other alterations to the bridge or wingwalls. Bridge No. 5722 continues to express the historic sense of its period of significance, retaining integrity of feeling and association. The bridge continues in full service to carry vehicular and pedestrian traffic while retaining its character-defining features, including the ornamental railing and three-cell box-culvert construction.

Bridge No. 5722
Name of Property

Fillmore 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.
- [x] 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

1936

Significant Dates

1936

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

N/A

Cultural Affiliation

N/A

Architect/Builder

Minnesota Department of Highways (engineer)

Koland, S.O. & Son (builder)

Bridge No. 5722
Name of Property

Fillmore County, Minnesota
County and State

Period of Significance (justification)
1936 is the date of construction for Bridge No. 5722.

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:

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

Historic Resources Survey Number (if assigned): FL-SVC-042

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.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	15	549155	4837190	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)
The nominated property is a parallelogram that measures 49.7 feet long by 83.5 feet wide whose corners encompass the edges of the bridge's wingwalls and piers and with a perimeter that encompasses the entire bridge.

Statement of Significance Summary Paragraph

Bridge No. 5722 is eligible for listing in the National Register of Historic Places (National Register) under *Criterion C: Engineering*, at the state level of significance for its engineering design and construction.[4] Bridge No. 5722 is an unusual engineering adaptation of the Minnesota Department of Highway's (MHD) standardized box-culvert plan for use on a U.S. Highway to meet site-specific conditions normally accommodated by a bridge design. Bridge No. 5722 is only one of three extant examples on U.S. Highways in Minnesota of a concrete box culvert design adapted by the MHD to function as a bridge and meet the requirements of both vehicular and pedestrian traffic. The period of significance is 1936, the year that Bridge No. 5722 was constructed.

Narrative Statement of Significance

Historic Context

Fillmore County was established in 1853 with its present boundaries determined in 1855.[5] In 1855 the village of Spring Valley was established and was officially platted on April 7, 1856.[6] The community was laid out in a grid-system with later additions following the orientation of the original plat. Spring Valley Creek runs through the community at a west-to-northeastern direction, cutting through the downtown commercial district. In 1916 the Village Council requested county funds to aid in construction of a new bridge over the creek on North Section Street.[7] The funds were awarded and a two-span bridge was completed later that year.[8]

The Minnesota Highway Commission (later known as the Minnesota Department of Highways or MHD) implemented the development of the trunk highway system in 1921, a state system of improved roads that provided efficient automobile transportation between communities.[9] Due to the increased need for rural mail delivery and the growing use of roads in the winter, the MHD announced in November 1926 that winter traffic was

[4] The National Register Multiple Property Documentation Form, Reinforced-Concrete Highway Bridges in Minnesota (1989), is not applicable for Bridge No. 5722 because it specifically excludes concrete culverts from consideration. Bridge No. 5722 was evaluated under National Register *Criterion C: Engineering*.

[5] Originally, Fillmore County was much larger, with its boundaries including all of Houston County and parts of Winona, Wabasha, Olmsted, Dodge, and Mower counties.

[6] Franklyn Curtiss-Wedge, *Fillmore County Minnesota* (Chicago: H.C. Cooper, Jr. & Co, 1912), 210.

[7] Entry for 10 July 1916, Board of County Commissioners, Fillmore County, Minutes, Book E, 156, Fillmore County Board of Commissioners Minutes and Agenda, Minnesota State Archives, Minnesota Historical Society, St. Paul, Minn.

[8] M-1125 visible in E.J. Miller, photograph of M-1125, 17 April 1935, in Bridge No. 5722 envelope, Box 4, Bridge Photographs and Negatives, Minnesota Highway Department Bridge Division, Minnesota State Archives, Minnesota Historical Society, St. Paul, Minn.

[9] 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 Minnesota State Historic Preservation Office, St. Paul, Minn.

"sufficient to fully justify us spending the money" on snow plows, graders, and highway improvements in Fillmore County.[10] By 1928 two major regional roads ran through Spring Valley: the road that would become TH 59 and eventually US 63, which followed a north-south route through the center of Spring Valley, and TH 16, which curved through the village at a northwest to southeast angle.[11]

Ownership and maintenance of the roadway and bridges within Spring Valley were assumed by the MHD in 1931. North Section Street was added to the state trunk highway system as part of TH 59, with the bridge over Spring Valley Creek receiving the state bridge number of M-1125.[12] An extension of the existing US 63 from Iowa to Rochester, Minnesota, was proposed by the MHD in July 1933. In 1928, only a few years earlier, the Mayo Clinic had completed construction of the Plummer Building, now a city landmark, symbolizing Rochester's rise to national, and even international, prominence as a medical destination.[13] The proposed routing would upgrade TH 59 from the Iowa-Minnesota border north through Spring Valley to Rochester.[14] TH 59 became US 63 in 1935.

With the upgrade of TH 59 to a U.S. highway, improvements to the road grade and associated bridges were necessary to provide greater width and capacity.[15] As was the case of M-1125, many bridges that MHD took over did not meet the highway standards and specifications and they were upgraded or replaced.[16] Though the state owned the road and bridges through Spring Valley on TH 59, plans were brought forward by E.W Krueger, MHD Engineer, to the Spring Valley Village Council for comment and approval on May 7, 1936.[17] The improvements involved widening an important roadway that connected the railroad depot to the commercial center of town. Village Council approval indicated the community was in agreement with proposed plans.

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[10] Spring Valley Historical Society, *Tales of Our Town – Spring Valley Sesquicentennial Stories 1855-2005* (Spring Valley, Minn.: n.p., 2005), 39.

[11] Webb Publishing Co, *Atlas and Farmers' Directory of Fillmore County, Minnesota: Containing Plats of All Townships with Owners' Names* (St. Paul, Minn: Webb Publishing Co., 1928).

[12] Minnesota Department of Transportation, "Fillmore County, US/TH 63 Construction Project Log, Section 2313," Minnesota Department of Transportation roadway data, http://www.dot.state.mn.us/roadway/data/html/roadwaydata.html (undated).

[13] David Gebhard and Tom Martinson, *A Guide to the Architecture of Minnesota* (Minneapolis: University of Minnesota Press, 1977), 312, 314.

[14] Spring Valley Historical Society, *Tales of Our Town*, 40.

[15] Entry for 7 May 1936, Spring Valley City Council Minutes, Book 1934-1936, Spring Valley Records 1928-1980, Fillmore County, Minnesota State Archives, Minnesota Historical Society, St. Paul, Minn.

[16] National Register of Historic Places, Reinforced-Concrete Highway Bridges in Minnesota Multiple Property Documentation Form, E-13.

[17] Entry for 7 May 1936, Spring Valley City Council Minutes.

Highway improvement plans included the replacement of M-1125 with a concrete box culvert.[18] The Minnesota Highway Commission first released standardized plans for the construction of concrete box culverts in 1912.[19] By 1936 Minnesota had 375 concrete box culverts out of approximately 8,900 bridges and structures inventoried by the MHD.[20] Contemporary bridge engineering books, pamphlets, and technical circulars also promoted the use of concrete culverts and other small structures as having the advantages of economy, stiffness, resistance to temperature and shrinkage, and ease of construction.[21]

One might wonder why a concrete box culvert was chosen for this U.S. Highway crossing instead of a conventional bridge design, such as a reinforced-concrete slab or beam bridge, which might have been a typical choice. While a conventional bridge design would seem to be appropriate to accomplish essentially the same task, a concrete box culvert turns out to have been a more efficient and logical choice for spanning the Spring Valley Creek at this particular point on TH 59. A concrete box culvert in its simplest form is a drainage opening beneath a roadway that is monolithic in construction, meaning that, unlike a bridge, there is no distinction between the substructure and superstructure. One economic benefit of the monolithic construction is that the bottom slab (the culvert's floor) serves as the structure's footing or foundation and no pilings are required as in a bridge to stabilize the structure in the subsoil. Another, and perhaps more important, benefit is that the top of culvert serves as the driving surface, without the need for a separate deck structure. In this way, the box culvert has a low profile that enables the road to be constructed without significantly raising its grade, as would have been required with a conventional bridge. In other words, the concrete box culvert was a simple, strong structure that was shallow enough to fit in the space between the existing grade of the highway and the creek bed, and used the simplest of foundations, essentially a spread footing. In the case of Bridge No. 5722, this also made for a more economical structure to build.

As the MHD engineer's survey notes for the planned culvert stated, Spring Valley Creek was known to flood, indicating flood-related issues for other nearby bridges in the 1930s. A bridge with adequate hydrological capacity was necessary, according to the survey plans, because "all bridges upstream are too small as high water leaves

[18] Bridge No. 5722 is included in the National Inventory of Bridges (NIB) as a bridge, while structurally it is a concrete box culvert.

[19] "Standard Triple 12 Ft x 6 Ft Box Culvert," approved by Minnesota Highway Department (MHD) in 1932, was used as the basis for designing Bridge No. 5722. See "Standard Triple 12 Ft x 6 Ft Box Culvert," single plan sheet, 15 June 1932, Minnesota Highway Department, copy provided by Mn/DOT, Bridge Office, Oakdale, Minnesota; National Register of Historic Places, Reinforced-Concrete Highway Bridges in Minnesota Multiple Property Documentation Form, E-12.

[20] MHD used Public Road Administration funds to administer the inventory of bridges within the state in 1935-36. See E.J. Miller, "Standard Bridge and Culvert Plans," *Better Roads* (June 1947): 23.

[21] See Parsons Brinkerhoff and Engineering and Industrial Heritage, "Context for Common Historic Bridge Types," prepared for the National Cooperative Highway Research Program, October 2005, 3-84.

banks and floods the approach grades."[22] To meet the hydraulic requirements of the Spring Valley Creek site, Bridge No. 5722 was designed as a three-cell culvert, notably larger than conventional culverts with one or two cells.[23] Flooding of the streets was common during high water situations regardless of a higher profile road and bridge. While the box culvert might trap debris around the cell walls (corresponding to piers in a conventional bridge), it would be durable in high water situations and not as susceptible to "scour," or streambed erosion. A conventional bridge would have a more complex substructure with abutments and possibly a pier, any of which might be subject to scour and undermining. The choice of the three-cell box culvert allowed for a durable structure that could accommodate as much water as necessary without having to raise the road and construct an expensive, large bridge that would likely flood anyway.

Concrete box culverts, like many small and simple structures built repetitively throughout the state, used MHD-designed standard plans for efficiency. If necessary, the standard plans could be economically adapted to special circumstances with a minimum of new engineering. Bridge No. 5722 was based on a standard plan titled "Standard Triple 12 Ft. x 6 FT. Box Culvert," adopted by the MHD in June 1932, for a straightforward culvert with three cells, each 12 feet wide and six feet high. When adapted for the Spring Valley Creek crossing of US 63, the plan became "Special Triple 12 Ft. x 6 Ft Box Culvert" (also indicated as "Special W126T," culvert-shorthand for 12 feet wide and six feet tall) that was approved June 26, 1936.[24]

This "special" adaptation effectively transformed a standard-plan box culvert into a highway bridge[25] serving the needs of a newly upgraded US highway passing through a flood-prone section of a community with requirements for both vehicular and pedestrian traffic. The MHD avoided the engineering time and expense of new design that a conventional bridge would have required. As "Special W126T," Bridge No. 5722 included several accommodations to the site. It was skewed 35 degrees to accommodate the Spring Valley Creek crossing angle, it used the top of the culvert as the roadway surface, and it provided sidewalks and ornamental railings. The addition of a railing and sidewalks is unusual for a culvert. Typically, culverts are simple structures, with several feet or more of fill between the culvert and the road surface, without ornamentation, and without the need of a

[22] See Sheet 3, "Report of Bridge Survey," State of Minnesota Department of Highways, "Bridge 5722 Plans," 26 June 1936. Minnesota Department of Transportation electronic documents, http://dotapp3.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp (undated).

[23] The typical box culvert has spans of three to 12 feet. U.S. Department of Transportation, *Bridge Inspectors Training Manual/90*, 19-4.

[24] While Bridge No. 5722 was designed using the 1932 standard plan, because the bridge was skewed 35 degrees it is known as a "Special Triple 12 Ft. x 6 Ft. Box Culvert." See sheet 1, "Special Triple 12 Ft x 6 Ft Box Culvert," State of Minnesota Department of Highways, "Bridge 5722 Plans," 26 June 1936, Minnesota Department of Transportation electronic documents, http://dotapp3.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp accessed (undated).

[25] The intermingling of the terms "bridge" and "culvert" in the discussion can be confusing. The structure served as a "bridge" in function on TH 59 and US 63, thus the MHD designation as Bridge No. 5722, but remained a culvert in engineering design and construction.

railing. The ornamental steel "Wisconsin Rail," as specified on the original survey sheet, and the eight-foot sidewalks were added to meet the community's more "urban" pedestrian needs, since the structure connected Spring Valley's commercial district west of the highway with the railroad depot to the east.

The $172,762 contract for TH 59 improvements though Fillmore County and within Spring Valley, including the bridge, was let by the MHD to J.S. McLaughlin & Sons of Mankato, Minnesota, on June 4, 1936.[26] The work was funded under Federal Aid Project No. 409-C.[27] The bridge construction was subcontracted to S.O. Koland & Son.[28] Little attention was paid to the construction of Bridge No. 5722 by local news sources as it was simply a routine part of the overall roadwork improvements. The construction of the culvert was included in the bidding process with roadway improvements and was funded through the same Federal aid work project, so commencement or completion of the bridge was included in general news about the highway improvements. Work on road improvements and construction of Bridge No. 5722 was completed in November 1936.[29]

In 1993 the Minnesota Department of Transportation (Mn/DOT) proposed the replacement of Bridge No. 5722 as part of the road improvement of US 63 through Spring Valley. However, the bridge was not replaced because it was evaluated as eligible for the National Register in the "Historic Bridge Survey of Fillmore County," a study occurring concurrently with the Mn/DOT project, and subsequently determined eligible by Mn/DOT.[30] Later, Bridge No. 5722 was one of 24 state-owned bridges in Minnesota identified for preservation consideration in a 2005

[26] The contract work on US 63 and Bridge No. 5722 was one of 10 highway construction projects scheduled in nine different counties in 1936 included within Federal Aid Project 409-C. See "Let Paving Job For 4 Miles Here," *Spring Valley Tribune*, 4 June 1936.

[27] A.E. Palen, District Engineer, to N.W. Elsberg, Commissioner of Highways, 15 December 1936, Bridge No. 5722 Correspondence File, Minnesota Department of Transportation, St. Paul, Minn.

[28] "Weekly Bridge and Culvert Materials and Progress Report," 24 July 1936, Bridge No. 5722 Correspondence File, Minnesota Department of Transportation, St. Paul, Minn

[29] E.J. Miller, photograph of completed Bridge No. 5722, 5 November 1936, in Bridge No. 5722 envelope, Box 4, Bridge Photographs and Negatives, Minnesota Highway Department Bridge Division, Minnesota State Archives, Minnesota Historical Society, St. Paul, Minn.

[30] Dennis Gimmestad, Government Programs and Compliance Officer, Minnesota State Historic Preservation Office, to Joseph Hudak, Cultural Resources Unit, Minnesota Department of Transportation, letter 21 November 1994, Bridge No. 5722 Spring Valley, Fillmore County. Minnesota State Historic Preservation Office History/Architecture Inventory Files. State Historic Preservation Office, St. Paul, Minn; Hess, Roise and Company, "Historic Bridge Survey of Fillmore County, Minnesota," prepared for the Fillmore County Highway Department (April 1993). Available at the Minnesota State Historic Preservation Office, Minnesota Historical Society, St. Paul, Minn.

Programmatic Agreement.[31] In 2006 a Historic Bridge Management Plan for Bridge No. 5722 was prepared for Mn/DOT to outline the stabilization, preservation, and maintenance treatments of the bridge.[32]

The adaptation of a standardized concrete box culvert plan as a bridge for combined vehicular and pedestrian traffic use on a U.S. highway is unusual in Minnesota. In 2011 only two other structures on U.S. Highways in Minnesota involve a similar adaptation, primarily the use of the culvert top slab as a driving surface, neither of which resembles a bridge design and configuration like Bridge No. 5722.[33] Bridge No. 6568 is a four-cell culvert in Marshall, Minnesota, built in 1950, that carries a large four-lane intersection over the Redwood River, which flows 166 feet diagonally underneath. Its resemblance to Bridge No. 5722 is limited to its general urban location and use of sidewalks and railings to accommodate pedestrian traffic. Structurally, it is a large, complex, custom design based generally on a box culvert configuration for this location, rather than being a direct adaptation of an existing standard plan. In that sense, it does not represent the same combination of efficiency and economy. It was designed by a consulting engineer for the MHD and represents the later post-World War II period of MHD bridge specifications rather than the 1930s period of Bridge No. 5722.[34]

Bridge No. 8654, on the other hand, was built in 1936, the same year as Bridge No. 5722, but is a diminutive structure—essentially a culvert-type structure intended to function as a pedestrian tunnel or walkway beneath US 61 in Lake City, Minnesota. The design is based on a single-cell culvert that is five feet wide (as opposed to the three 12-foot cells of Bridge No. 5722), just wide and high enough for a person to walk beneath the highway and avoid the traffic above. Considered as a culvert adapted to a bridge function, it is not a comparable structure to Bridge No. 5722, having a span of only five feet with sidewalks and railings only about five feet long.[35]

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[31] 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. 5722 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.

[32] Historic Bridge Management Plan, Bridge No. 5722, prepared for Minnesota Department of Transportation, June 2006. Available at the Cultural Resources Unit, Minnesota Department of Transportation, St. Paul, Minn.

[33] Data summary provided from James Pierce, Mn/DOT, personal communication to author, 7 January 2011.

[34] See Bridge No. 6568 Plan Set (10 sheets), prepared by Austin J. Kilgore, Minnesota Registered Engineer, Approved 1950 by M.O. Giertson, Bridge Engineer, and O.L. Kipp, Chief Engineer, Minnesota Department of Highways (including plan for Proposed Street Intersection, 1949), and Bridge No. 6568 Structure Inventory Report, 28 February 2011; digitized versions of plans and report available through Minnesota Department of Transportation Website: http://dotapp3.dot.state.mn.us, or Mn/DOT Bridge Office, Oakdale, Minnesota.

[35] See Bridge No. 6568 Structure Inventory Report, 28 February 2011; digitized version available through Minnesota Department of Transportation Website: http://dotapp3.dot.state.mn.us, or Mn/DOT Bridge Office, Oakdale, Minnesota..

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bridge No. 5722
Name of Property
Fillmore, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

Section number 9 Page 1

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Boundary Justification (Explain why the boundaries were selected.)

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

11. Form Prepared By

Name/title Katherine Haun, Robert M. Frame III, Ph.D. / Historians
Organization Mead & Hunt, Inc. Date March 10, 2011
Street & Number 7900 W. 78th 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 _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bridge No. 5722
Name of Property
Fillmore County, Minnesota
County and State
N/A
Name of multiple listing (if applicable)

Section number Photographs Page 1

Name of Property:	Bridge No. 5722
City or Vicinity:	Spring Valley
County:	Fillmore County
State:	MN
Photographer:	Katherine Haun
Date Photographed:	November 17, 2010
Location of Original Digital files:	7900 W. 78th Street, Minneapolis, MN 55439
Number of Photographs:	9

Photo #1
General view of setting, camera facing northeast.

Photo #2
General view of setting, camera facing southwest.

Photo #3
General view east elevation, camera facing southwest.

Photo #4
General view west elevation, camera facing northeast.

Photo #5
General view of U.S. Highway 63, camera facing north.

Photo #6
General view of U.S. Highway 63, camera facing south.

Photo #7
Detail of underside, camera facing west.

Photo #8
Detail of railing and sidewalk, camera facing northeast.

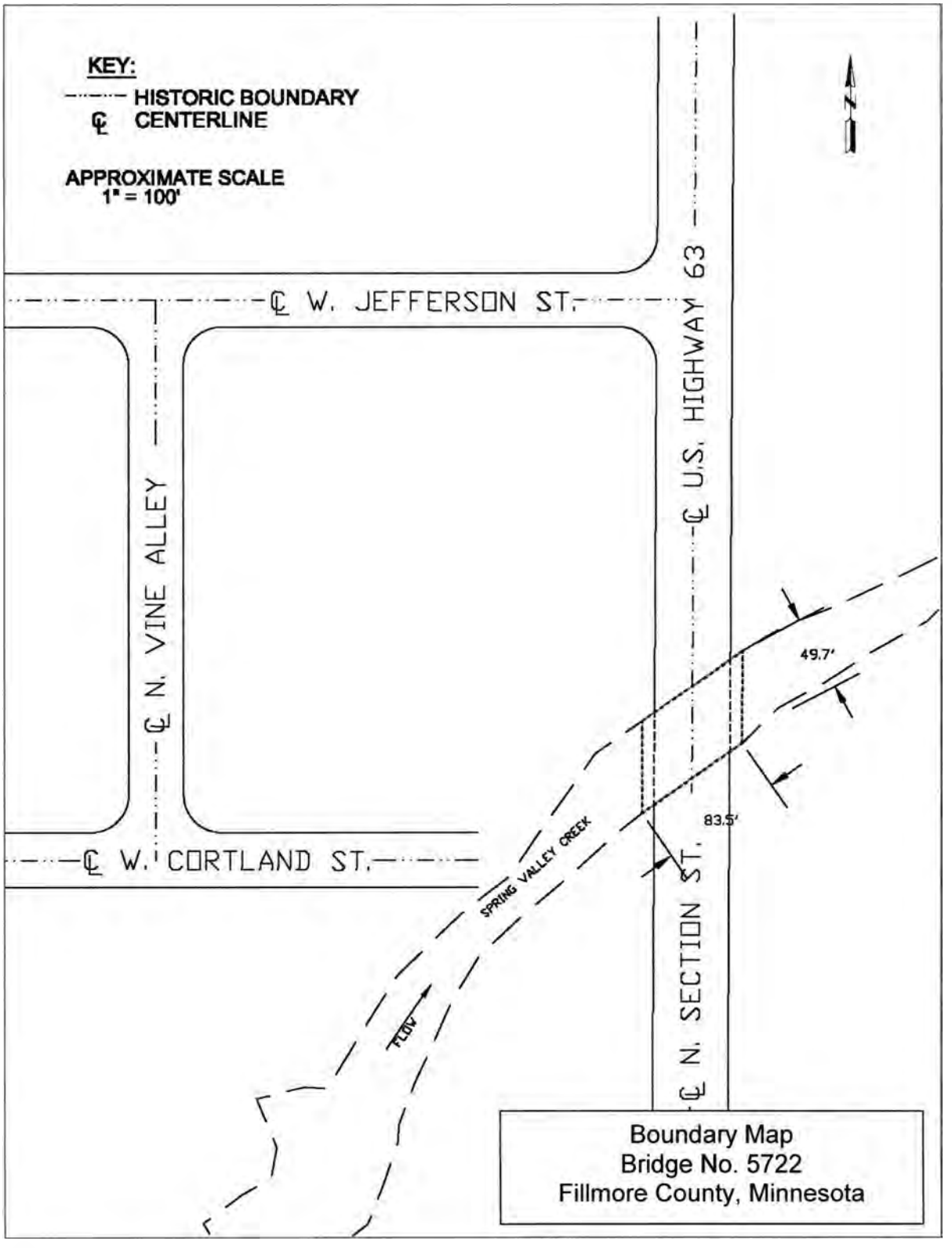
Photo #9
Detail of railing and endpost, camera facing northeast.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bridge No. 5722
Name of Property
Fillmore, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 1



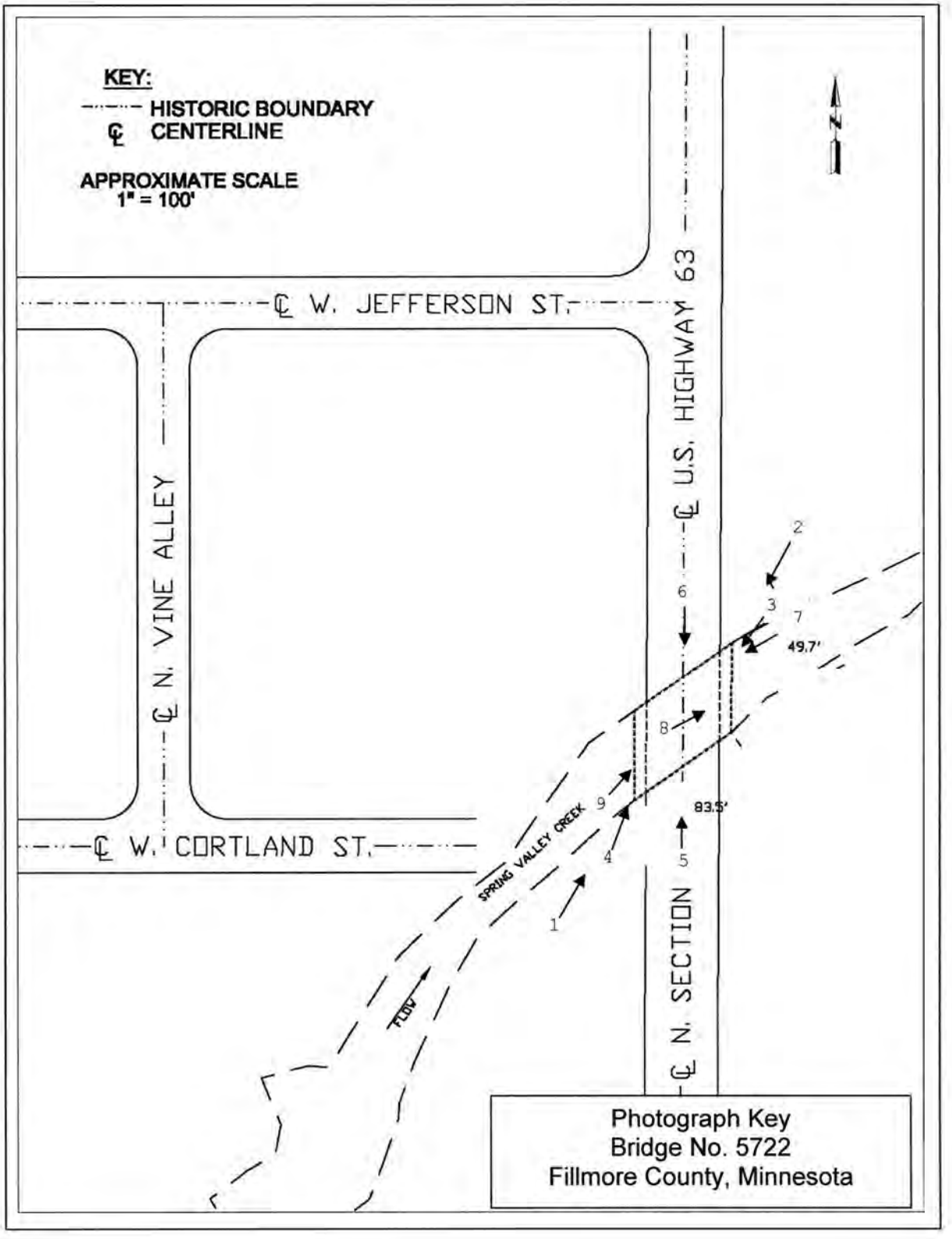
Boundary Map
Bridge No. 5722
Fillmore County, Minnesota

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bridge No. 5722
Name of Property
Fillmore, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 2



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 3

Bridge No. 5722
Name of Property
Fillmore, County Minnesota
County and State
N/A
Name of multiple listing (if applicable)

1936 image of Bridge No. 5722. 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 NAME: Bridge No. 5722

MULTIPLE NAME:

STATE & COUNTY: MINNESOTA, Fillmore

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: 11000467

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. 5722
FILLMORE CO., MN
Photo 1 OF 9

206083005 <2721252..001.jpg> 27/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722.
Fillmore Co., MN
Photo 1 of 9

BRIDGE NO. 5722
FILLMORE CO., MN
PHOTO 2 OF 9

206083005 <2721252..001.jpg> 29/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722
Fillmore Co., MN
Proto 2 of 9

BRIDGE NO. 5722
FILLMORE CO., MN
PHOTO 3 OF 9

206083005 <2721252..001.jpg> 31/44

Walgreens 3114 <> 01/13/11

Bridge No 5722.
Fillmore Co., MN
Photo 3 of 9

BRIDGE NO 5722
FILLMORE CO., MN
PHOTO 4 OF 9

206083005 <2721253..001.jpg> 33/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722
Fillmore Co, MN
Photo 4 of 9


507-346-2209

BRIDGE NO 5722
FILLMORE CO., MN
PHOTO 5 OF 9

206083005 <2721253..001.jpg> 35/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722
Fillmore Co., MN
Photo 5 of 9

BRIDGE NO 5722
FILLMORE CO., MN
PHOTO 6 OF 9

206083005 <2721253..001.jpg> 37/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722
Fillmore Co., MN
Photo 6 of 9

BRIDGE NO 5722
FILLMORE CO., MN
PHOTO 7 OF 9

206083005 <2721253..001.jpg> 39/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722
Fillmore Co., MN
Photo 7 of 9

BRIDGE NO. 5722
FILLMORE CO., MN
PHOTO 8 OF 9

206083005 <2721253..001.jpg> 42/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722
Fillmore Co., MN
Photo 8 of 9

BRIDGE NO. 5722
FILLMORE CO., MN
PHOTO 9 OF 9

206083005 <2721253..001.jpg> 44/44

Walgreens 3114 <> 01/13/11

Bridge No. 5722
Fillmore Co., MN
Photo 9 of 9

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF MINNESOTA
DEPARTMENT OF ADMINISTRATION

SPRING VALLEY QUADRANGLE
MINNESOTA
7.5 MINUTE SERIES (TOPOGRAPHIC)

7471 I (HIGH FOREST) 1:62 500

7571 IV (STEWARTVILLE) 1:62 500

7571 IV (STEWARTVILLE 1:62 500)

ROCHESTER (CH.) 20 MI.
STEWARTVILLE 8 MI.

R. 14 W. R. 13 W.

2 420 000 FEET

270 000 FEET

7471 II NE (GRAND MEADOW)

7571 III NE (WYKOFF)

10 MI. TO INTERSTATE 90
GRAND MEADOW 3.5 MI.

CHATFIELD 17 MI.
ST. CHARLES 32 MI.

5 MI. TO MINN. 80
PRESTON 14 MI.

T. 103 N.
T. 102 N.

240 000 FEET

(LE ROY) 7471 II SE

(CHERRY GROVE) 7571 III SE

(OSTRANDER) 7571 III SW

OSTRANDER 0.7 MI.

LIME SPRINGS, IOWA 15 MI.
NEW HAMPTON, IOWA 43 MI.

BRIDGE NO. 5722
FILLMORE CO., MN

→ NAD83
UTM Zone 15
Easting 549155
Northing 4837190

Bear Cr
Bear Creek
Deer Creek
Kingsley Creek
Little Deer Creek
Spring Valley Creek
South Branch Root River
Gravel Pits
Frankford Cem
Spring Valley
Sewage Disposal
Spring Valley Cem
Drive-in Theater
High Sch
St Ignatius Cem
Townhall
Bloomfield Cem
Gravel Pit
Strip Mine
Park
PO
WT
BM 1279
BM 1291
BM 1308
BM 1310
BM 1335
BM 1343
BR 1289
BR 1298
BR 1274

RACINE
SUMNER
FRANKFORD
SPRING VALLEY
BENNINGTON
BLOOMFIELD

MOWER CO
FILLMORE CO

CHICAGO GREAT WESTERN
CHICAGO MILWAUKEE ST PAUL AND PACIFIC
WARREN AVE
GRANT ST
JEFFERSON ST
HURON AVE
HIGH SCHOOL ST
FREEMONT ST

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1963–64. 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

Red tint indicates area in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs
This information is unchecked

MN
GN
0°23' 7 MILS
5½° 98 MILS
UTM GRID AND 1965 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
U.S. Route — State Route

MINN.
QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1965

SPRING VALLEY, MINN.
N4337.5—W9222.5/7.5

1965

AMS 7571 III NW—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. 5722

COUNTY AND STATE: Fillmore, 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: