

DATA SHEET

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Minnesota
COUNTY:	Goodhue
FOR NPS USE ONLY	
ENTRY DATE	FEB 20 1975

1. NAME

COMMON:	Zumbrota Covered Bridge
AND/OR HISTORIC:	The Old Bridge

2. LOCATION

STREET AND NUMBER: MOVED OFF MN 58 Zumbrota Covered Bridge Park, SE 1/4 Sec. 25, T110N, R16W, Minnesota Township			
CITY OR TOWN: Zumbrota		CONGRESSIONAL DISTRICT: First	
STATE Minnesota	CODE 27	COUNTY: Goodhue	CODE 049

3. CLASSIFICATION

CATEGORY (Check One)		OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District	<input type="checkbox"/> Building	<input checked="" type="checkbox"/> Public	Public Acquisition:	<input type="checkbox"/> Occupied	Yes:
<input type="checkbox"/> Site	<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Private	<input type="checkbox"/> In Process	<input type="checkbox"/> Unoccupied	<input type="checkbox"/> Restricted
<input type="checkbox"/> Object		<input type="checkbox"/> Both	<input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Preservation work in progress	<input checked="" type="checkbox"/> Unrestricted
PRESENT USE (Check One or More as Appropriate)					
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comment	
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)		
<input checked="" type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious			
<input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Scientific			

4. OWNER OF PROPERTY

OWNER'S NAME:	Village of Zumbrota
STREET AND NUMBER:	City Hall
CITY OR TOWN:	Zumbrota
STATE:	Minnesota
CODE:	22

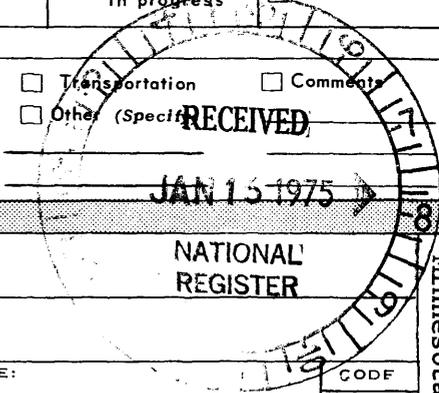
5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:	Goodhue County Courthouse - Registrar of Deeds
STREET AND NUMBER:	East Avenue and West Fifth Street
CITY OR TOWN:	Red Wing
STATE:	Minnesota
CODE:	22

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:	Historic American Building Survey and Statewide Historic Sites Survey		
DATE OF SURVEY:	1934/1974	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State
DEPOSITORY FOR SURVEY RECORDS:	U.S. Library of Congress/Minnesota Historical Society		
STREET AND NUMBER:	Building 25, Fort Snelling		
CITY OR TOWN:	Washington/St. Paul	STATE:	D.C./Minnesota
CODE:			11/22

SEE INSTRUCTIONS



STATE: Minnesota
COUNTY: Goodhue
ENTRY NUMBER: FEB 20 1975
DATE: FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input checked="" type="checkbox"/> Moved	<input type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Minnesota's last remaining covered bridge, the Zumbrota Covered Bridge, is located in the village of Zumbrota in Goodhue County. In 1869, the Stafford Western Immigration Company contracted a member of their organization to construct the bridge. On its original location the bridge channeled the stage coach traffic between Dubuque, Iowa and St. Paul through the small village of Zumbrota.

The bridge was constructed at a cost of \$5800 by a local carpenter using the town lattice truss design. As initially constructed the bridge was built with white-pine timbers used for the structural supports and the floor, and the planks were pinned together with turned white-oak dowels. The dowels were soaked in linseed oil and coated with a red iron oxide in order to preserve them from the elements.

Shortly after the bridge was constructed, the Stafford Western Immigration Company enclosed it with weatherproof sides and portals and a low gabled roof with cedar shingles. A vertical board-and-batten exterior trim was added to the sides and portals. The enclosure was completed by 1871 and served to lengthen the life of the structural supports beyond their normal projected twenty years of serviceability.

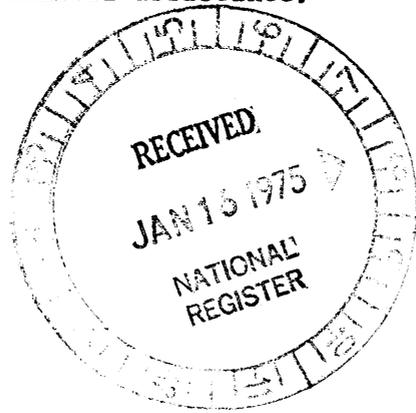
The bridge has a span of one hundred twenty feet and is fifteen feet wide. The exterior was originally painted red, in later years it was painted white.

In 1932, when the covered bridge was replaced by the Minnesota Highway Department with a steel bridge that could handle the increased traffic, it was moved to the nearby Goodhue County Fairgrounds for preservation purposes.

The organization of the Zumbrota Covered Bridge Society began the community's efforts to preserve the last remaining covered bridge in Minnesota. Repainted red and reroofed with cedar shingles the bridge was moved to a permanent location in the Zumbrota Covered Bridge Park.

The bridge now stands approximately one thousand feet from its original location and will serve as the primary feature of the pioneer village which is being established within the park. The footings are still visible where the bridge once spanned the river.

The preservation of the covered bridge is assured not only by the community and the Covered Bridge Society, but also by the Goodhue County Historical Society and the Minnesota Historical Society which has contributed both support and technical assistance.



SEE INSTRUCTIONS

6. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) **1869-1932**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The Zumbrota Covered Bridge was erected over the North Branch of the Zumbro River in 1869. This bridge represents the only remaining covered bridge in Minnesota. Records indicate that only three covered bridges were constructed in Minnesota -- at Zumbrota, Waite's Crossing and Hastings.

Zumbrota was settled in 1856 by a group of immigrants from New England, organized as the Stafford Western Immigration Company. Two successive bridges of unseasoned timber served the village's main street until 1869, at which time the Company raised \$5800 for the erection of a more substantial bridge. The bridge was constructed by a local carpenter of white-pine timbers. Soon after the bridge was built the company voted money to roof and weatherboard the new bridge.

The Zumbrota Covered Bridge was maintained as a village bridge for over fifty years; the Zumbro River span on Main Street continued as part of the state highway system for another decade. In 1932, the Minnesota Highway Department constructed a new steel and concrete bridge over the Zumbro River, and the covered bridge was no longer needed for traffic. In order to preserve the unusual structure it was moved to the Goodhue County Fairgrounds and used as an exhibit area. The Zumbrota Covered Bridge Society was organized to preserve and interpret what has now become a Zumbrota landmark.

Considered a form of art by many, and a technical innovation when they were first built, covered bridges, like the Zumbrota Covered Bridge, represent the ideals, skills, and heritage of those New Englanders who were early pioneers in the settlement of the west.

The Historic American Building Survey of 1934 took note of the Zumbrota Covered Bridge in records now on file at the Library of Congress. A citation from Secretary of the Interior Harold Ickes stated that ". . . the bridge is of exceptional historical and architectural interest and worthy of most careful preservation for the future."

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Allen, Richard Sanders, Covered Bridges of the Middle West, 1970.
 Curtiss-Wedge, Franklyn, History of Goodhue County, 1909.
 Goodhue County Historical Society, Goodhue County, the First 100 Years, 1954.
 Library of Congress, Historic American Building Survey, 1934
 Zumbro Valley Historical Society, Zumbrota, the First 100 Years, 1956.

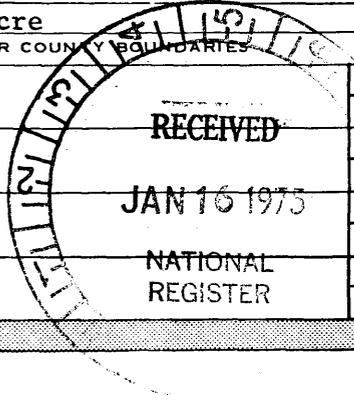
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		44° 17' 53"	92° 40' 15"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than 1 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
David W. Nystuen, Director of Field Services

ORGANIZATION: **Minnesota Historical Society** DATE: **10/10/74**

STREET AND NUMBER:
Building 25, Fort Snelling

CITY OR TOWN: **St. Paul** STATE: **Minnesota** CODE: **22**

12. STATE LIAISON OFFICER CERTIFICATION	NATIONAL REGISTER VERIFICATION
<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input checked="" type="checkbox"/> Local <input type="checkbox"/></p> <p>Name <u>Russell W. Fridley</u> Russell W. Fridley, Director</p> <p>Title <u>State Historic Preservation</u> Officer</p> <p>Date <u>12/30/74</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><u>AR Mordecai</u> Director, Office of Archeology and Historic Preservation</p> <p>Date <u>2/20/75</u></p> <p>ATTEST:</p> <p><u>Charles A. Henry</u> Keeper of The National Register</p> <p>Date <u>2-18-75</u></p>

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Zumbrota Bridge

Goodhue County, MINNESOTA

PROPOSED MOVE APPROVAL

Keeper Beth Boland 7/23/90

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I have reviewed the documentation regarding the relocation of the Zumbrota Covered Bridge, and have determined that if it is moved as proposed, it will continue to meet the criteria of the National Register of Historic Places.

Nina M. Archabal

(signature)

6/8/90

(date)

Nina Archabal
State Historic Preservation Officer

Zumbrota Covered Bridge
Zumbrota, Goodhue County, Minnesota
Reference No. 75000984

Documentation on the Proposed Relocation of the Zumbrota Covered Bridge, Zumbrota, Goodhue County Minnesota

Prepared by
Thomas R. Zahn & Associates, Inc.
April, 1990

36CFR 60.15(2) (i) The reasons for the move.

The Zumbrota Covered Bridge in Zumbrota, Minnesota was listed on the National Register of Historic Places on February 20, 1975. In 1934 it was recorded in the Historic American Buildings Survey. The bridge is the only surviving covered bridge structure in the State and is significant for its Town Lattice Construction design and its exceptional workmanship. The architectural form of the covered bridge is a visual reminder of the New England land company that built the bridge and brought Yankee settlers to the town site. Over the years the bridge has become a community icon.

The bridge has survived because of local interest in preservation that dates back to the first move from its original site on the Zumbro River in 1932. Preservation interests in Zumbrota have seen to it that the bridge has been a central part of their community life at each of its new sites on the County Fair Grounds (1932-1970) and in the Covered Bridge City Park (1970-present). The proposed move is perceived by the community as yet another effort in preserving and interpreting the significance of the bridge in Zumbrota's history.

The State Highway Department required the first move of the bridge in 1932 when a new bridge was needed to accommodate the widened highway. At that time, the bridge spanned the River at Minnesota State Highway Number 58, an established route in the area since 1857 that connected Zumbrota's Main Street commercial district to the farming communities to the north. Zumbrota citizens raised half the cost of the 1932 move to the County Fair Grounds (the City Park did not yet exist) and the other half was paid by the State Highway Department. During its thirty-eight years on the fair grounds, the bridge served as an exhibit and storage facility and as a tourist attraction.

In 1963, the Zumbrota Covered Bridge Society was organized and plans were initiated to move the bridge to a location they felt would serve the community year round, as well as give the bridge a higher level of visibility. Plans made between 1964 and 1968 called for moving the bridge to a location over the Zumbro River within the boundaries of the proposed park. The excessive cost of relocating the bridge over the River curtailed the completion of the plan, and the bridge was moved in 1970 to a "dry dock" location within the recently acquired park. Since that time, the bridge has served as a shelter for special events and as a tourist attraction. The bridge was listed on the National Register of Historic Places at this site.

In June of 1988 the Zumbrota Park Board, as part of a plan to rejuvenate the City Park, again discussed the possibility of relocating the bridge to a location that spans the Zumbro River. Since that time, a landscaping firm has drawn plans for the enhancement of the park with trees and shrubs, bike trails and the relocation of athletic fields. The plan calls for the relocation of the bridge to a site over the Zumbro River that is roughly one block west of the original location on Highway 58/Main Street. The proposed bridge site would allow the bridge to function as a bridge again. The move is largely supported by the Zumbrota community and is perceived by most to be a "homecoming" for the bridge and an improvement on the present, rather artificial, environment.

The City would like to see the Park become more central to the city as a whole, linked to the south side by a pedestrian bridge that accesses West Avenue. A pedestrian bridge is perceived as safer than the other two crossings shared by truck and car traffic. The city pool, located north of the park area, is heavily used during the summer months by Zumbrota's young people, and would be safely accessible from the central town site via the walking bridge. The use of the covered bridge as a pedestrian bridge is also highly desirable from an esthetic point of view, and will serve as a visual invitation to the park from the south side of the city and to vehicular passersby on Highway 58.

(ii) The effect on the property's historical integrity

When originally listed on the National Register of Historic Places, the bridge retained integrity of material, workmanship, and design and it was the intent of the nomination to protect that integrity. Since the bridge was listed on a non-original site, it had already lost integrity of location and association as defined by the National Park Service.

The repositioning of the bridge on the river may require additional lateral deck support, new approaches and safety appurtenances, but the move is not expected to alter the integrity of the material, workmanship and design for which it was nominated, because all such work associated with the relocation of the bridge will meet the standards of the Secretary of the Interior.

The Corps of Engineers recommends that the bridge, at the proposed site, be placed at a level above the hundred year flood level. Although not generally threatened at its present site on the flood plain, it has been estimated that the bridge has been exposed to flood level water four or five times in the last fifteen years. It might be expected that the bridge, at the new site, would experience less of an impact from periodic flooding.

Although the move to the new site will have no adverse affect on the integrity of material, design and workmanship of the bridge, it will have a favorable effect on the integrity of feeling and setting. Although the new location cannot duplicate, and does not attempt to duplicate the original setting, it has a similar character of place and esthetic sense since the bridge will again span the Zumbro River and will be visually associated with the same set of buildings that stood in the general area before its move in 1932. In addition to the similarity of setting, the bridge will again be positioned at a north-south orientation and will relate to a commercial street (West Avenue).

The present location, away from the river is rather artificial. The close proximity of residential housing built roughly between 1974 and 1985 has made the setting less sympathetic over the years.

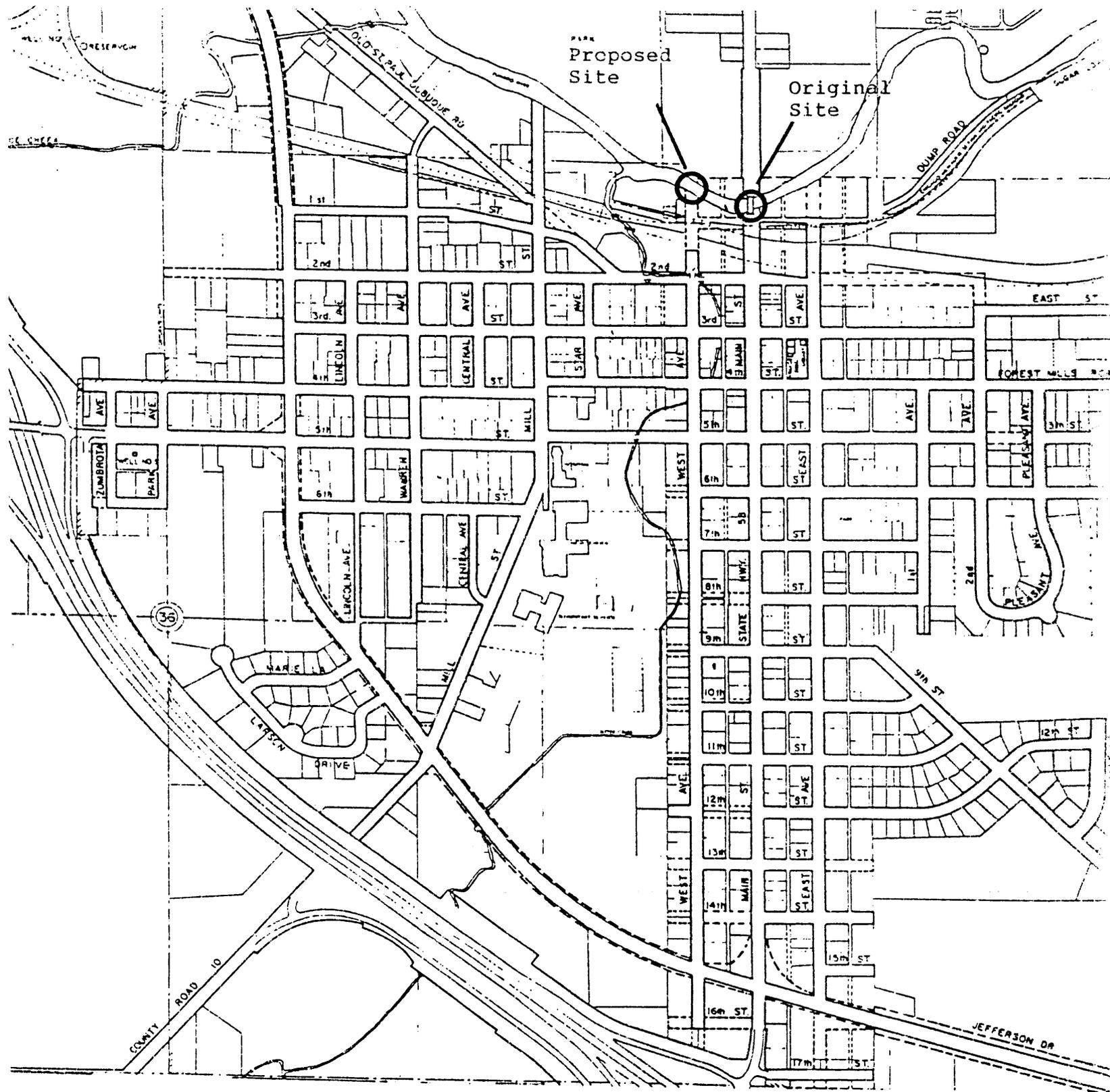
(iii) The new setting and the general environment of the proposed site.

The proposed site for the Zumbrota Covered Bridge is about 250 feet west of its original site on the Zumbro River. The bridge site will connect the City Park on the north bank of the river to the commercial district on the south bank. Natural trees and brush line both banks and care will be taken to preserve the natural environment. The area on the north bank of the river, until purchased by the City as park land, was pasture on the flood plain. The area on the south bank has been the northernmost fringe of the Zumbrota commercial district. The three railroads that traversed this end of town since 1878 (all since removed), served to link Zumbrota and the surrounding farming community to a larger trade area. The bridge, in its original location was an important link to the farming community to the north.

The proposed site is flanked by several buildings related to earlier railroad, milling and commercial activities and are the same buildings associated with the bridge at its original site. The buildings date from about 1880 to 1945, and except for a depot building that has been moved approximately 80 feet west from its original location and turned on it's axis, they are all on their original sites. Together, these buildings comprise a visually appropriate setting for the bridge.

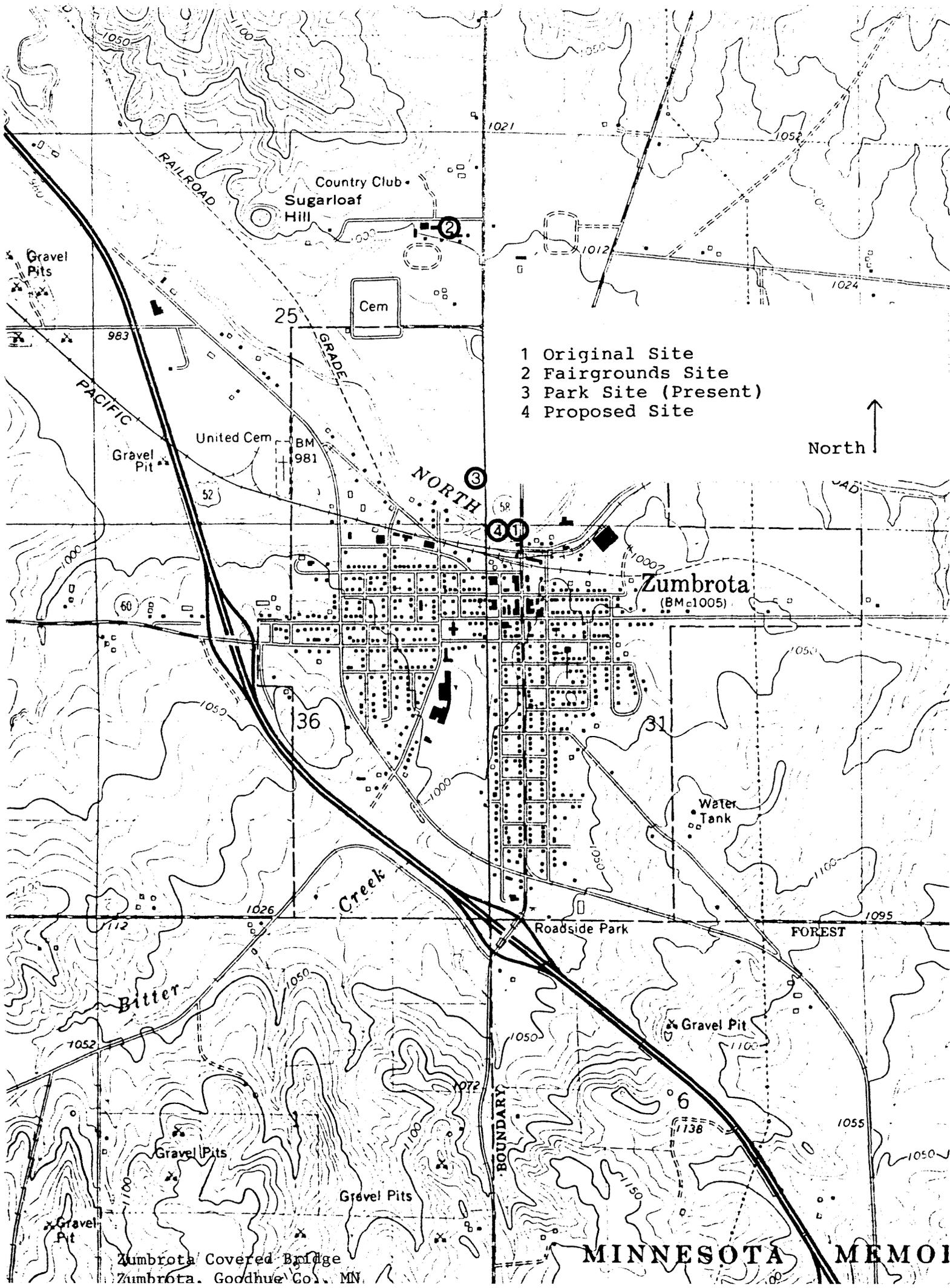
The installation of the new bridge will require some earth disturbance. The historical record indicates that the specific area of installation has been previously disturbed. Shortly after the turn of the century the area was disturbed when an early sewage line was dug to the river. When the Covered Bridge was originally moved in 1932, the area adjacent and east of the proposed site was disturbed to build the temporary bridge. Directly east of the temporary bridge site stood the old Fleischmann's Mill, which was demolished in 1947. More recently, in 1959, the area was disturbed by the installation of a City sewer line that crossed the river beneath the river bed and led to a sewage treatment plant. (See attached archeological assessment.)

iv. Photographs showing the original and proposed location (see attached)



ZUMBROTA, MINNESOTA

Zumbrota Covered Bridge
Zumbrota, Goodhue Co., MN



- 1 Original Site
- 2 Fairgrounds Site
- 3 Park Site (Present)
- 4 Proposed Site

North ↑

Zumbrota Covered Bridge
 Zumbrota, Goodhue Co., MN.

MINNESOTA MEMOI

**A PHASE I ARCHAEOLOGICAL SURVEY FOR
THE ZUMBROTA COVERED BRIDGE PROJECT AT
ZUMBROTA, MINNESOTA**

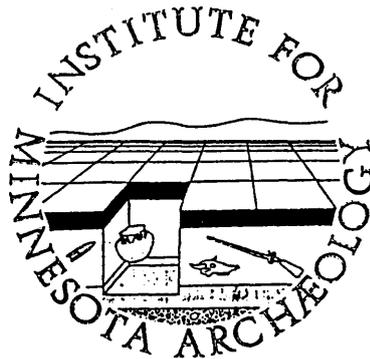
by
Kim C. Breakey
Staff Archaeologist

Douglas A. Birk
Principal Investigator

April 18, 1990

Institute for Minnesota Archaeology
3300 University Avenue Southeast Suite 202
Minneapolis, Minnesota 55414

**Institute for Minnesota Archaeology
Reports of Investigations Number 65**



INTRODUCTION

The city of Zumbrota, Minnesota is relocating a covered bridge from its present location to the project area in the NE1/4 of the NW1/4 of the NW1/4 of the NW1/4 of Section 31, T110N R16W Goodhue County, Minnesota (Figure 1).

The bridge will span the North Fork of the Zumbro River. River edges are known to be highly sensitive areas from an archaeological point of view and often contain unreported archaeological sites. Because of the proximity of the project area to the North Fork of the Zumbro River, the Minnesota State Historic Preservation Office requested that a Phase I archaeological survey be conducted of the property that was to be disturbed.

Ernst Associates are engineering the bridge relocation and in April 1990 contracted with the Institute for Minnesota Archaeology to conduct the Phase I survey for this project. On April 6, 1990, IMA archaeologists conducted the field work for this project. Report preparation was completed April 18, 1990.

PROJECT AREA AND FIELD METHODS

The project area is 60 by 30 feet on each side of the river for a total of 360 square feet. The entire project area was surface inspected, a total of five 40 x 40 cm shovel tests were excavated and the fill sifted through 1/4" mesh screen, and two cutbank profiles completed. Approximately 1/4 to 1/8 of the eastern edge of the project area had been previously disturbed by the construction of a sewer line.

The project area was divided into four subareas labelled A, B, C, and D (Figure 2). Area A is on the top terrace of the North Fork of the Zumbro. This area has been graded and levelled with fill. There were no intact subsurface deposits.

Area B is a manmade terrace composed of post 1940 garbage fill. One shovel test (ST #1) was excavated. ST#1 produced wire nails, modern food waste and miscellaneous glass and metal.

Area C is a sand and gravel terrace. A cutbank profile revealed about 65 cm of post 1940 garbage fill. Below this deposit the soils were silts with sand and gravel to 120 cm. All the fill below 65 cm removed for the profile was screened through 1/4" screen. Shovel Test #2 was excavated in area C. No cultural material was observed that was older than 1940.

Area D is the present floodplain on the north side of the North Fork of the Zumbro River. Two shovel tests and a survey of the river cutbank were negative.

RESULTS AND CONCLUSIONS

Although the project area is within an environmental setting that has a high potential for containing unrecorded archaeological properties, no cultural material older than 1940 were found during the course of this survey. We feel that the methods used during the survey were adequate to locate any sites if they were present. We conclude that no archaeological sites are present within the area that will be disturbed by construction and that no further archaeological investigations are required.

FIGURE 1. LOCATION OF PROJECT AREA

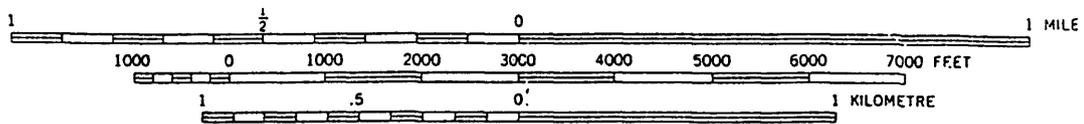
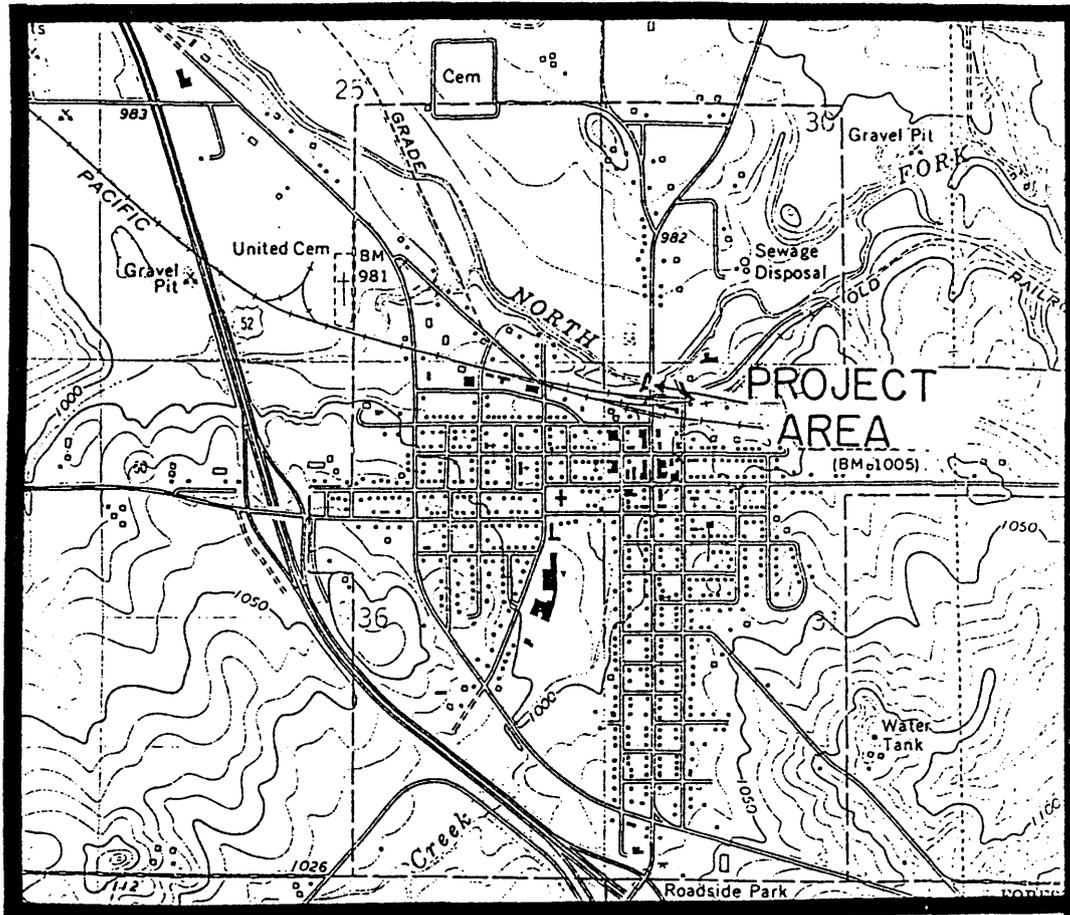
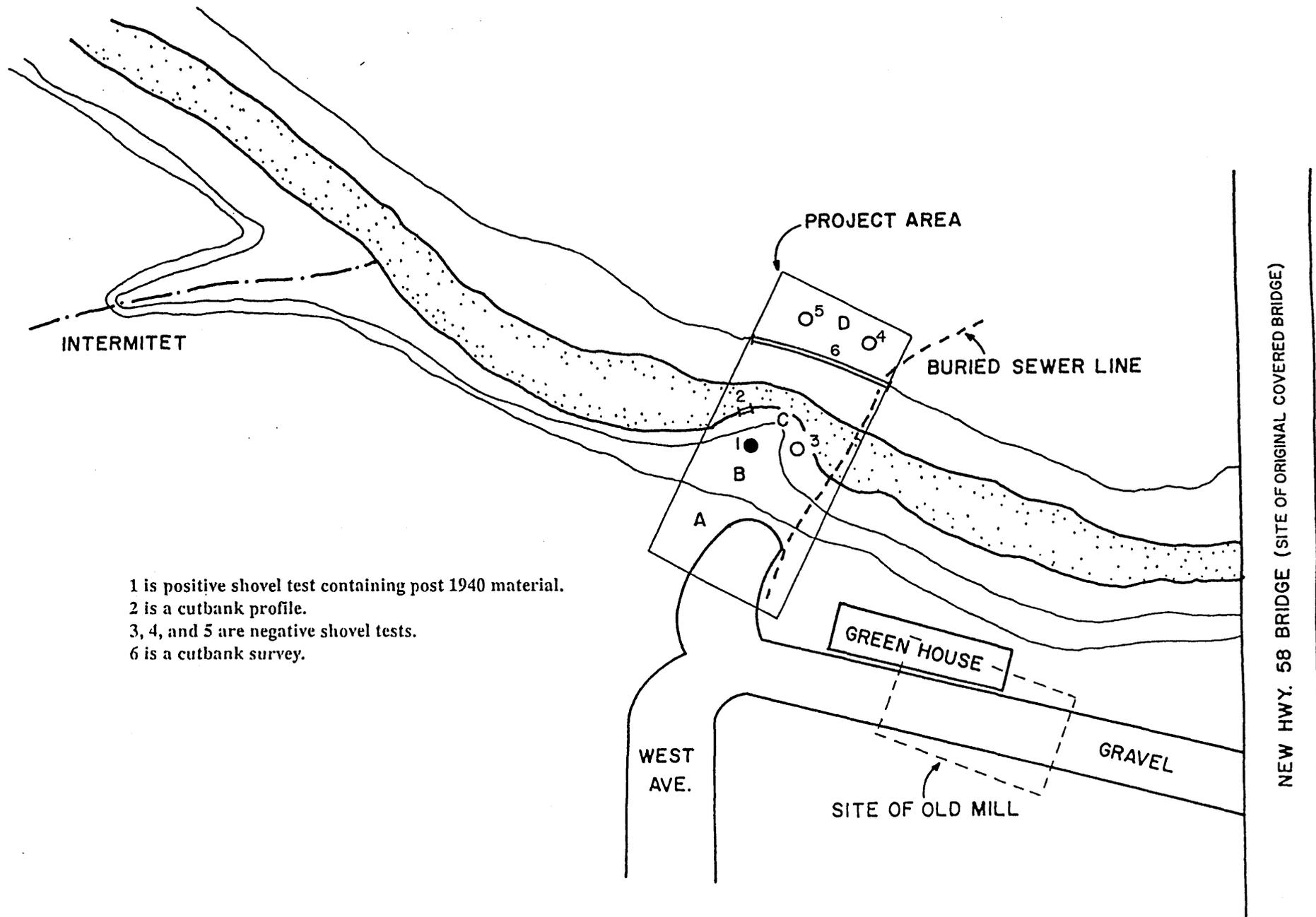
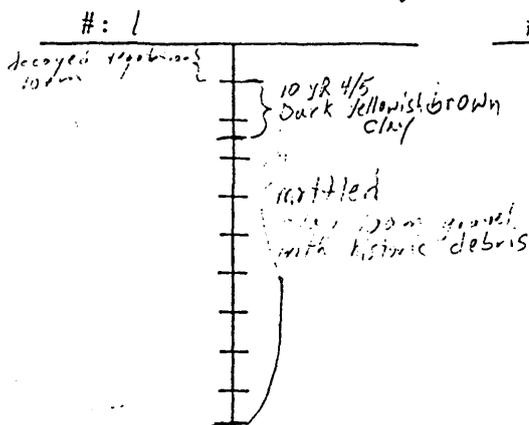


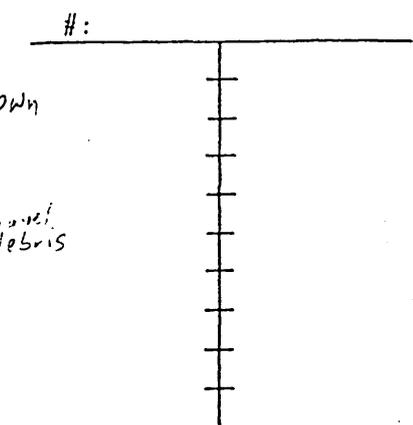
FIGURE 2. SKETCH MAP OF PROJECT AREA



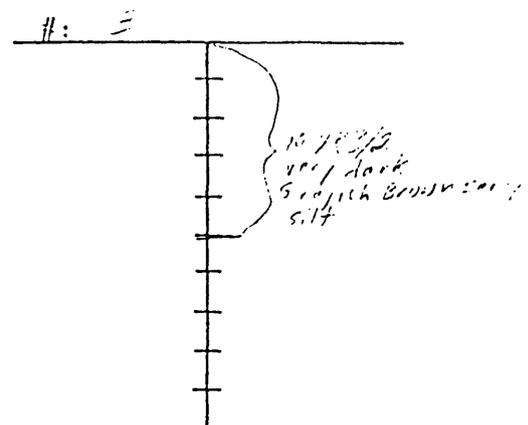
1 is positive shovel test containing post 1940 material.
2 is a cutbank profile.
3, 4, and 5 are negative shovel tests.
6 is a cutbank survey.



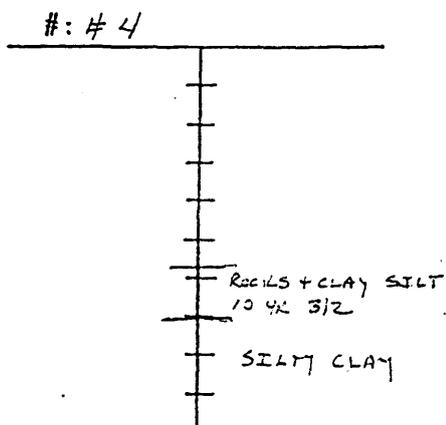
Comments:
wire nails
glass metal bone
brick tile of
historic materials



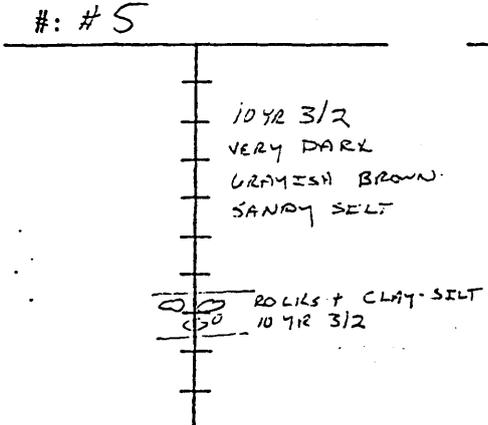
Comments:
bone brick windowless
ceramic glass
metal collected
much of material
in lenses.



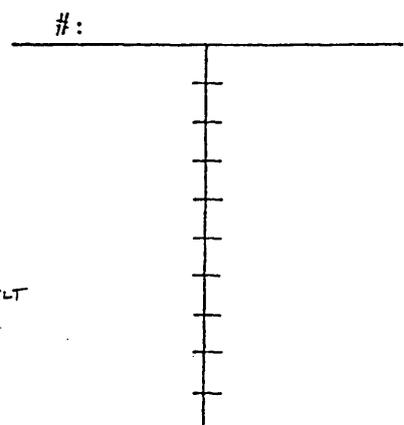
Comments:
sterile
didn't go deeper due
to major roots



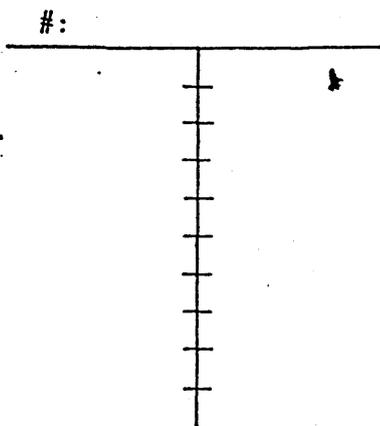
Comments:
CHARCOAL FLECKS
1 SM MAMMAL BONE (LOST)
1 SM LAND SNAIL SHELL



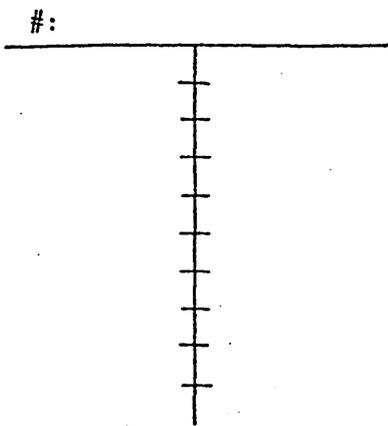
Comments:
STERILE



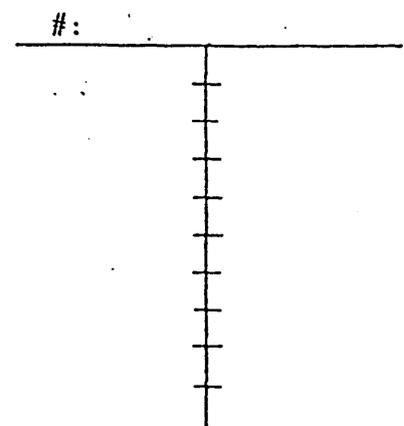
Comments:



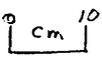
Comments:



Comments:



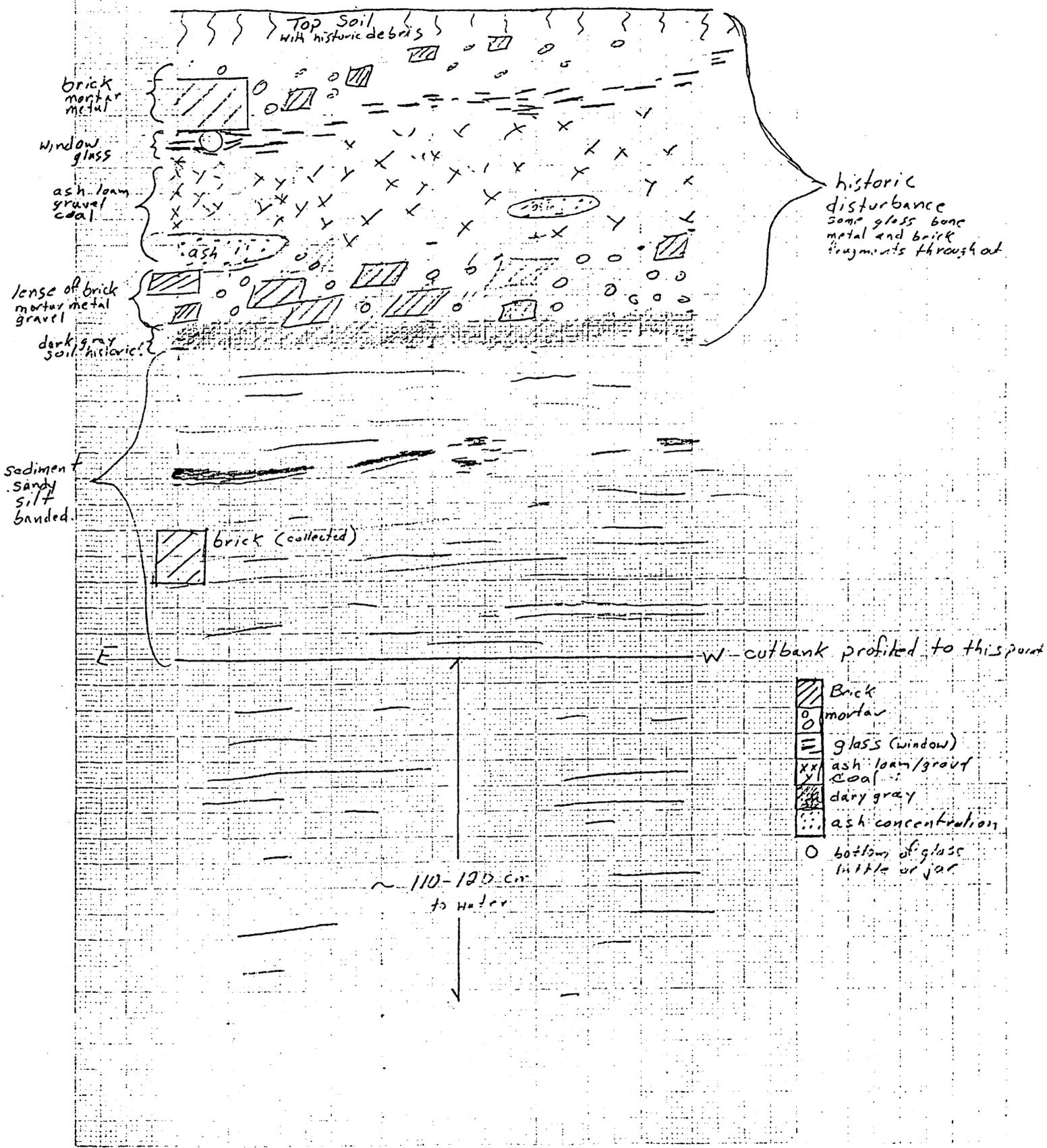
Comments:

E 

Zumbrota Covered Bridge Relocation Site Survey

Cutbank profile (TP2) 4/16/90 EES
Stine/Kramer

W



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

**National Register of Historic Places
Continuation Sheet**

Section number 2 Page 1

Zumbrota Covered Bridge
Goodhue County, Minnesota

2. Location

street & number: West Avenue over the North Fork of the Zumbro River

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

Zumbrota Covered Bridge
Goodhue County, Minnesota

10. Geographical Data

Acreage of Property: .272 acres

UTM References:

Zone 15

Easting: 526330

Northing: 4904620

Quad: Zumbrota, Minn., 1968

Verbal Boundary Description: The general area of the property is a rectangle 16 feet wide and 120 feet long, whose long center axis parallels the centerline of the bridge, this bridge being located in Zumbrota, Goodhue County, Minnesota.

Boundary Justification: Based on measurements of the bridge, the boundaries enclose the entire historic resource.