

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

CW-GRC-005
CS 1804

Garrison Ped Underpass (Bridge 5265)

Historic Name Other Name	Garrison Ped Underpass (Bridge 5265)	CS # SHPO Inv #	1804 CW-GRC-005
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Location	On TH 169 .75 mi N of CSAH 26	Hwy District Reference	TH 169 3A 233
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City/Township County Twp Rng Sec USGS Quad UTM	Garrison, City of Crow Wing 44N 28W Sec 13 Garrison Z15 E436550 N5125610	Acres Rest Area Class	NA
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Designer	Skoogle, H O, Natl Park Serv Nichols, A R, Consult Land Arch	SP #	169-23-4A
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Builder	Civilian Conservation Corps (CCC)	SHPO Review #	
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Historic Use	Bridge/ Culvert/ Dam	MHS Photo #	013535.05-14
Present Use	Bridge/ Culvert/ Dam		

Yr of Landscape Design	1938	MnDOT Historic Photo Album	Nic 5.22 Nic 7.34 Ols 1.57
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Overall Site Integrity	Intact/Slightly Altered		
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Review Required	Yes		
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National Register Status	Listed, see Statement of Significance		
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Historic Context	Iron and Steel Highway Bridges, 1873-1945 Roadside Development on Minnesota Trunk Highways, 1920-1960		
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List of Standing Structures

Feat#	Feature Type	Year Built	
01	Bridge/Culvert	1938	
NOTE: Landscape features are not listed in this table			

Fieldwork Date	08-03-97
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Prep by	Gemini Research Dec. 98 G1. 105
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Prep for	Site Development Unit Cultural Resources Unit Environmental Studies Unit
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Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)
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■ BRIEF

The Garrison Pedestrian Underpass (Bridge 5265) carries the northbound lane of T.H. 169 over a small creek in Section 24 of Garrison Township within the southern limits of the City of Garrison. It is located near the western shore of Mille Lacs Lake, about .75 miles north of CSAH 26. The bridge is adjacent to the northern end of the Garrison Rest Area. (See separate inventory form for the rest area.)

■ STANDING STRUCTURES

Pedestrian Underpass (Bridge 5265). Built 1938 by the CCC. Designed by H. O. Skooglun of the National Park Service. Bridge 5265 is a granite-faced bridge on lake boulder footings that carries the northbound lane of T.H. 169 over a small unnamed creek that flows eastward into Mille Lacs. The bridge is located at the northern end of the Garrison Rest Area. The bridge originally carried both lanes of T.H. 169, which was an undivided, 43'-wide roadway when the bridge was built. In addition, the bridge served as a pedestrian underpass to move rest area visitors to the western side of T.H. 169 where it was planned that a picnic area be built.

Bridge 5265 has a multi-plate steel culvert (supplied by the Lyle Culvert Company) that is 14' wide and 125' long. Pedestrians passed through the steel culvert, one level above the water flow. The water was originally carried through two shallow, 6'-wide box culverts located below the concrete floor of the pedestrian underpass. The pedestrian underpass is now carrying water, and the two box culverts are currently submerged.

The bridge's headwalls are faced with random ashlar, rockfaced, Isle granite in shades of pink and gray. Each headwall has a semicircular stone arch with radiating voussoirs that outline the culvert opening. The headwalls are buttressed with six stone piers and 18"-wide bridge railings that are punctuated by a series of rectangular, lancet-like slits. There is no pedestrian sidewalk, but the inner side of the railings was originally lined with a stone curb that was designed to be about 8"-9" high (according to the original plans). (The curb is no longer visible due to increases in pavement thickness.) Metal guardrails (each about 155' long) have been added to the ends of each railing.

At the time of its completion, the pedestrian underpass led between the Mille Lacs Highway Wayside CCC Camp SP-15 on the western side of T.H. 169 and the lakeshore and rest area. The picnic area west of the bridge was apparently never developed. (The land west of T.H. 169 at this location is currently forested and apparently undeveloped.)

■ OTHER LANDSCAPE FEATURES AND PLANTINGS

The topography of the site is gently rolling. The bridge stands within the grassy T.H. 169 right-of-way. There do not appear to be any plantings specifically associated with the bridge.

■ SETTING

Bridge 5265 is located at the northern end of the Garrison Rest Area on Pike Point on the western shore of Mille Lacs. The bridge is surrounded by Mille Lacs Lake on the east, the

T.H. 169 right-of-way and the lakeshore on the north, Garrison Rest Area on the south, and forested land on the west.

■ **INTEGRITY**

Alterations

The bridge appears to have been built fairly close to original plans.

The bridge originally carried both lanes of T.H. 169 and now carries only the northbound lane. The floor of the pedestrian walkway is under water. Increases in the thickness of the pavement have buried the stone curbing along the inner side of the railings. Metal guardrails have been added to the ends of each railing.

In general, the site retains integrity of location, design, setting, materials, workmanship, feeling, and association.

Notes on Condition

Bridge 5265 appears to be in fair to good condition.

■ **HISTORICAL BACKGROUND**

The Garrison Pedestrian Underpass (Bridge 5265) was constructed in 1938 by the Civilian Conservation Corps (CCC) working in cooperation with the Department of Highways and the National Park Service. The bridge was built by the enrollees of a CCC camp that was located just north of the bridge on the western side of T.H. 169. The bridge was built as part of a larger Mille Lacs Lake roadside development project that also included the construction of the Garrison Rest Area and several other roadside development facilities in the area.

In 1935-1936, in connection with the realignment of T.H. 169 (which was moved slightly west of the lakeshore), the highway department had obtained 53 acres of land in and near the town of Garrison and around Mille Lacs Lake for development of a recreational route. The project included roadside landscaping, the development of rest areas, and the construction of stone culverts, among other amenities. The project was known as the Mille Lacs Lake Highway Development Plan (also known as the Mille Lacs Lake SP-15 project) and was built using CCC labor from the Mille Lacs Lake Highway Wayside CCC Camp (also known as the Garrison CCC Camp). (The CCC camp was located on the western side of T.H. 169 just north of this bridge.)

The Garrison Pedestrian Underpass (Bridge 5265) was constructed in 1938. The construction plans (signed in 1937 and 1938) specify that the bridge's footings be granite stones to be taken from the lakeshore and that "construction to be done during the winter months in a heated shelter." The plan includes the statements "Drawn by H. O. Skooglund" and "Designed by H. O. Skooglund." The plans are signed by three officials from the Department of Highways -- Harold E. Olson (Engineer of Roadside Development), A. R. Nichols (Consulting Landscape Architect), O. L. Kipp (Construction Engineer) -- and four officials representing the National Park Service and the Minnesota State Parks Division -- Agge Thompson (CCC Camp Superintendent), Harold W. Lathrop (Minnesota Department of Conservation Park Authority),

Ed Lasey (NPS Inspector), and either Earl C. Grever (NPS Regional Officer) or Donald B. Alexander (NPS Regional Officer).

H. O. Skooglun, the designer of this bridge, was with the National Park Service. Skooglun also designed three other bridges and a scenic overlook as part of the Mille Lacs Lake Highway Development Plan: the Whitefish Creek Bridge (Bridge 3355), the Garrison Creek Culvert (Bridge 5266), the T.H. 169 Culvert at St. Alban's Bay, and the Kenney Lake Overlook (all are included in this inventory). Arthur R. Nichols, Consulting Landscape Architect for the Minnesota Department of Highways, also participated in the design of these extensive roadside development improvements.

Mille Lacs Lake Highway Development Plan and the Garrison CCC Camp

This bridge was built as part of the Mille Lacs Lake Highway Development Plan, to which the work of CCC Camp SP-15 was devoted. The project operated between September of 1935 and March of 1940. It improved many miles of T.H. 169 and T.H. 18 west and north of Mille Lacs to facilitate increased recreational and commercial travel. It was the most extensive roadside development project undertaken by the CCC in the state.

The project was planned by the Minnesota Department of Highways and the National Park Service and was built with CCC labor from the Mille Lacs Lake Highway Wayside CCC Camp (Camp SP-15) that was located on the western side of T.H. 169. The first portions of the plan to be developed were a 4-mile section of T.H. 18 northwest of Garrison, a 5.5-mile section of T.H. 169 north of Garrison, and a 7-mile section of T.H. 169 south of Garrison. A construction plan noted: "Ultimate development of the parkway and connecting waysides is to continue around the entire lake, a distance of approximately 90 miles." The project was never completed to the extent planned. However, between 1936 and 1939, the highway department and the CCC constructed at least seven known roadside development projects (with standing structures) in the Garrison area, all of which are extant and are included in this study. They are the following:

- Garrison Concourse
- Garrison Creek Culvert (Bridge 5266)
- Garrison Pedestrian Underpass (Bridge 5265)
- Garrison Rest Area
- Kenney Lake Overlook
- T.H. 169 Culvert at St. Alban's Bay
- Whitefish Creek Bridge (Bridge 3355)

Historian Rolf Anderson writes:

The principal design work for the Mille Lacs Lake Highway Wayside projects was executed in the [National Park Service's] Minnesota Central Design Office in St. Paul, which was actually a branch office of the National Park Service Regional Office in Omaha. . . . Principal figures included Edward W. Barber, the chief architect and major designer, V. C. Martin, who designed the Kitchen Shelter [at the Garrison Rest Area], Oscar Newstrom, and N. H. Averill who completed many of the master plans and landscape designs. . . . Park Service engineers and landscape architects had experimented with a variety of styles and eventually concluded that buildings constructed with native materials and designed to harmonize with their natural settings were most appropriate (Anderson, "Mille Lacs Lake Kitchen Shelter" 1990:8-5).

Garrison Ped Underpass (Bridge 5265)

The 1938 *Annual Report* of the highway department's Roadside Development Division summarized work completed that year in the Mille Lacs Lake area:

The construction work on a large masonry concourse overlooking Mille Lacs Lake was begun in 1936 and continued through 1937 and 1938. In addition, some major changes in alignment and design of the roadway have been made, together with the construction of several large drainage structures which were provided with rustic stone headwalls [see Garrison Creek Culvert, Whitefish Creek Bridge, T.H. 169 Culvert at St. Alban's Bay, and the Garrison Pedestrian Underpass (Bridge 5265)]. Grading operations are now in progress, extending from Garrison to 1 1/2 miles south and consist of a divided roadway of two 30 foot lanes with an island of 6 to 90 feet between (*Annual Report* 1938:19).

CCC Camp SP-15, also known as the Mille Lacs Highway Wayside Camp, was located on the southern edge of Garrison. The camp was established in September of 1935 and was one of four CCC camps in Minnesota that were sponsored by the Department of Highways. Camp superintendent was Agge Thompson. The camp's 200 enrollees worked primarily on the Mille Lacs Lake Highway Development Project. Work on the project ended when the men of CCC Camp SP-15 were transferred on March 31, 1940, to the St. Croix Recreational Demonstration Area (now St. Croix State Park).

The Garrison CCC Camp was one of four CCC camps in the state that were sponsored by the Minnesota Department of Highways. (Most of the state's other CCC camps were sponsored by agencies such as the Minnesota Department of Conservation (State Parks Division), the U.S. Forest Service, and the Soil Conservation Service.) The first of the four highway department camps was the Spruce Creek Camp that was established on the Cascade River on the North Shore in 1934. The other three highway department CCC camps were established in 1935. The four are listed below:

- Lakeshore (Camp SP-19), located near Knife River on the North Shore
- Leech Lake (Camp SP-16), located near Whipholt on Leech Lake
- Mille Lacs Lake (Camp SP-15), located at Garrison on Mille Lacs Lake
- Spruce Creek (Camp SP-13), located near Cascade River on the North Shore

Nine sites constructed by these camps are included in this Historic Roadside Development Structures Inventory (see individual inventory forms for each):

Built by the Spruce Creek Camp
Cascade River Overlook (includes Bridge 5132)
Spruce Creek Culvert (Bridge 8292)

Built by the Mille Lacs Lake Camp
Garrison Concourse
Garrison Creek Culvert (Bridge 5266)
Garrison Pedestrian Underpass (Bridge 5265)
Garrison Rest Area
Kenney Lake Overlook
T.H. 169 Culvert at St. Alban's Bay
Whitefish Creek Bridge (Bridge 3355)

No properties built by the Lakeshore or Leech Lake CCC camps are included in this study. (One of the principal accomplishments of the Lakeshore Camp is the elaborate Knife River Historical Marker on old Highway 61 several miles northeast of Duluth. The site is intact but in fragile condition. It is no longer on right-of-way and is now within the jurisdiction of St. Louis County Highway Department. No standing structures built by the Leech Lake CCC Camp, which operated for only six months, are known to be extant.)

■ PREVIOUS SHPO REVIEWS

See a Section 106 review for a Mn/DOT undertaking that would reconvey a 4,500'-long parcel of the T.H. 169 right-of-way across the highway west of the Garrison Rest Area. The review began in 1995 (SHPO review #96-0323). (See Garrison Rest Area inventory file for more information.)

Bridge 5265 was also determined to be eligible for the National Register by the Mn/DOT Historic Bridge Inventory in 1997. (See Statement of Significance below.)

■ STATEMENT OF SIGNIFICANCE

The Garrison Pedestrian Underpass (Bridge 5265), built in 1938 by the CCC, is one of seven bridges recorded in this inventory that are faced with stone. It is one of 14 sites in the inventory known, or suspected, to have been built by the CCC. The bridge is one of five sites in the study that were designed by H. O. Skooglun of the National Park Service (NPS), and one of eight sites in the study that were designed by NPS designers (in collaboration with A. R. Nichols).

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." It is recommended that Bridge 5265 is ELIGIBLE for the National Register under this historic context because it meets the following registration requirements:

Significant to the History of Roadside Development. The Garrison Pedestrian Underpass is one of nine properties in this inventory that were built by the four CCC camps in Minnesota that were sponsored by the MHD. (All four camps were dedicated to roadside development.) The MHD-sponsored CCC camps improved many miles of trunk highway, as well as constructing 9 of the 68 Depression-era properties in this inventory. These numerous New Deal-era sites represent the MHD's first large-scale effort to construct roadside development facilities in the state. Bridge 5265 is an excellent example of the distinctive and well-constructed public facilities, built by the MHD in partnership with federal relief agencies, that met the objectives of roadside development while providing essential work and job training to the nation's unemployed during the Depression. (National Register Criterion A.)

Furthermore, the bridge is significant as one of seven sites that were built near Garrison by the CCC as part of the Mille Lacs Lake Highway Development Project. This 4 1/2-year-long roadside development project improved and developed T.H. 169 and T.H. 18 near Garrison for recreational purposes. It was the most extensive roadside development project undertaken by the CCC in the state. The seven properties near Garrison (four of which are bridges) are rare in the state for their variety, design quality, degree of integrity, and close geographic proximity. The properties are testimony to the success of the partnership between the MHD,

the National Park Service, and the CCC. This collaboration produced functional, long-lasting, and aesthetically-superior roadside amenities that continue to enhance the experience of the traveling public today. (National Register Criterion A.)

Design Significance. The bridge is an excellent example of the application of the "National Park Service Rustic Style" to a small highway bridge. It has stonework of excellent quality. The site displays the special labor-intensive construction techniques and distinctive use of indigenous materials that characterize both the Rustic style and federal relief construction in Minnesota. (National Register Criterion C.)

Bridge 5265 was also determined to be eligible for the National Register by the Mn/DOT Historic Bridge Inventory and was officially listed on the National Register in 1998. The National Register nomination form states, "With its well-crafted stonework and fine architectural detailing, Bridge No. 5265 is eligible for the National Register for its design and workmanship under [National Register] Criterion C, within the historic context of 'Iron and Steel Bridges in Minnesota, 1873-1945'" (Hess Sept. 1997).

The bridge may also be associated with the "Federal Relief Construction, 1933-1943" and "Tourism and Recreation in the Lake Regions, 1870-1945" historic contexts.

■ **OTHER COMMENTS**

This property may require further evaluation for potential archaeological resources.

T.H. 169 past this site is very busy during the summer months.

■ **REFERENCES**

An Appraisal Inventory of Work Done with WPA and Other Federal Relief Funds Through the Functioning of the Department of Highways, State of Minnesota. May 9, 1938. Highway Department Records, Subject Files Box 7, Relief Labor, Minnesota Historical Society.

Anderson, Rolf T. "Federal Relief Construction in Minnesota, 1933-1941." National Register Multiple Property Documentation Form. Oct. 9, 1990; amended Aug. 30, 1993.

Anderson, Rolf T. "Garrison Concourse." National Register of Historic Places Registration Form. Oct. 9, 1990.

Anderson, Rolf T. "Mille Lacs Lake Kitchen Shelter/Garrison Wayside Shelter." National Register of Historic Places Registration Form. Oct. 9, 1990.

Annual Report of the Accomplishments of Roadside Development Along the Trunk Highways in Minnesota. Minnesota Department of Highways. 1938 and 1939.

Biennial Report of the Commissioner of Highways of Minnesota for 1937-1938. March 1, 1939.

Hess, Jeffrey A. "Bridge No. 5265." National Register of Historic Places Registration Form. Sept. 1997.

Hess, Jeffrey A. Minnesota Historic Bridge Inventory Form for Bridge 5265. Hess-Roise and Co. for Mn/DOT Historic Bridge Study. 1997.

"Master Plan Report - Minnesota S.P. 15 - Mille Lacs Lake." Circa 1930s. Copy in Mn/DOT Site Development Unit flat files.

Mather David, Elizabeth J. Abel, and Art Hoppin. *Phase I Archaeological Investigation of a Proposed Mn/DOT T.H. 169 Right-of-Way Reconveyance (C.S. 1804) at Garrison, Crow Wing County, Minnesota.* Prepared for the Minnesota Department of Transportation by Loucks and Associates. October, 1995.

"Minnesota Department of Highways. Waysides and Rest Areas Overnight Parking and Camping Policies." Typewritten manuscript. 1975. Site Development Unit files.

Minnesota State Park and Recreational Area Plan. Minnesota Department of Conservation. Division of State Parks. March 1939.

Site Plans. Minnesota Department of Transportation, St. Paul.

■ ADDITIONAL BACKGROUND INFORMATION

Mille Lacs is the state's second-largest lake in square area and has approximately 150 miles of shoreline. T.H. 169 follows the shore of Mille Lacs Lake for about 20 miles.

The Mille Lacs area has a long tradition of Native American habitation. By the mid-1600s, Mille Lacs was called "Mde Wakan" by the Dakota and was an important religious and cultural center. The Ojibwe called the lake "minsi sagaigon" meaning "everywhere lakes" because of the many lakes located in the vicinity. The French translated the Ojibwe name into "Mille Lacs" meaning "thousand lakes." Mille Lacs is now the cultural center for the Mille Lacs Anishinabe. The Mille Lacs Anishinabe band currently has about 2,800 members.

The town of Garrison was named for Oscar E. Garrison, a land surveyor, who homesteaded in the area in 1882. An earlier town at this location was called "Midland."

Local Stone

The granite used to construct Bridge 5265 was probably obtained from a quarry near Isle, a community located on the southeastern shore of Mille Lacs. The Isle-Warman Creek granite region contains outcroppings of red, gray, and black granite that were quarried by various companies. The Cold Spring Granite Company, for example, operated a quarry about five miles south of Isle as early as 1935. Light gray granite from the site was called Isle Granite and was marketed under the name of "Cold Spring Pearl White" granite.