

**MNDOT HISTORIC ROADSIDE DEVELOPMENT
STRUCTURES INVENTORY**

CW-GRC-006
CS 1804
Garrison Creek Culvert (Bridge 5266)

Historic Name Other Name	Garrison Creek Culvert (Bridge 5266)	CS # SHPO Inv #	1804 CW-GRC-006
Location	TH 169 at Garrison Creek	Hwy District Reference	TH 169 3A 234.7
City/Township County Twp Rng Sec USGS Quad UTM	Garrison, City of Crow Wing 44N 28W Sec 12 Garrison Z15 E437290 N5128240	Acres Rest Area Class	NA
Designer	Skoogleun, H O, Natl Park Serv Nichols, A R, Consult Land Arch	SP #	1804-06 169-35-23-1
Builder	Civilian Conservation Corps (CCC)	SHPO Review #	
Historic Use Present Use	Bridge/ Culvert/ Dam Bridge/ Culvert/ Dam	MHS Photo #	013533.12-16
Yr of Landscape Design	1938	MnDOT Historic Photo Album	
Overall Site Integrity	Very Altered		
Review Required	Yes		
National Register Status	Not Eligible, see Statement of Significance		
Historic Context			
List of Standing Structures			
Feat#	Feature Type	Year Built	Fieldwork Date
01	Bridge/Culvert	1938	08-04-97
			Prep by
			Gemini Research Dec. 98 G1. 29
			Prep for
			Site Development Unit Cultural Resources Unit Environmental Studies Unit
NOTE: Landscape features are not listed in this table			
Final Report	Historic Roadside Development Structures on Minnesota Trunk Highways (1998)		

■ BRIEF

The Garrison Creek Culvert (Bridge 5266) is a concrete box culvert with one granite headwall that carries Garrison Creek (called in some sources Carlson Creek) under T.H. 169 near the northwestern shore of Mille Lacs Lake just within the northern limits of the City of Garrison.

■ STANDING STRUCTURES

Culvert. Built 1938 by the CCC. Designed by H. O. Skooglun of the National Park Service. Bridge 5266 is a concrete box culvert with granite headwalls that carries Garrison Creek under T.H. 169. The eastern granite headwall is extant but the western headwall was demolished when the bridge was widened in 1964. The eastern headwall is approximately 75' long and built of gray, random ashlar, rockfaced Isle granite. The culvert's 10' span is faced with a segmental arch with radiating voussoirs. Six stone piers are spaced approximately 15' apart from the bridge railing. The piers were originally linked by pairs of 8"-diameter log rails, and are now linked by steel pipe rails. The structure was originally 45' wide and supported a roadway that had two 20'-wide lanes. T.H. 169 has been widened and raised in elevation so that the current roadway and its guardrail (timber and cable) are now higher in elevation than the stone railing piers of the 1938 bridge. The western side of the culvert now has a poured concrete headwall that was constructed in 1964 when the road was widened.

■ OTHER LANDSCAPE FEATURES AND PLANTINGS

There are now timber and cable guardrails along T.H. 169 over the culvert. The structure is surrounded by grassy slopes with some large deciduous trees nearby. The topography of the site is basically flat.

The original planting plan specified that 41 Black Hills Spruce, 32 Wisconsin Weeping Willow, and 214 Coral Dogwood shrubs be planted around the bridge. Few, if any, of these plantings are extant.

■ SETTING

Garrison Creek (also called Carlson Creek) links Borden Lake (located about one mile west of the culvert) with Mille Lacs Lake. The creek flows into Mille Lacs near its northwestern corner. The culvert is located just within the northern city limits of Garrison. It is surrounded by Mille Lacs Lake and a marina on the east, a house to the northwest, and the T.H. 169 right-of-way, swamps, and forest.

■ INTEGRITY

Alterations

The culvert appears to have been built closely to the original plan.

In 1964, T.H. 169 was widened and raised in elevation, the culvert was widened, and the western headwall was removed (or buried), and a new poured concrete headwall was constructed. In addition, the eastern headwall's original log rails were replaced by pipe rails (year of change unknown) and timber and cable guardrails have been installed. Few, if any, original plantings are extant.

The property retains integrity of location, setting, and association, but it has lost integrity of design, materials, workmanship, and feeling.

Notes on Condition

The culvert appears to be in fair condition.

■ HISTORICAL BACKGROUND

The Garrison Creek Culvert (Bridge 5266) was constructed in 1938 by the Civilian Conservation Corps (CCC) working in cooperation with the Minnesota Department of Highways and the National Park Service. The culvert was built by the enrollees of a CCC camp that was located at the southern edge of Garrison on the western side of T.H. 169. The camp was sponsored by the Department of Highways, supervised by the National Park Service, and operated by the U.S. Army.

This culvert replaced Bridge 2807, which was a small, pre-existing wooden bridge.

A revised bridge plan was drawn December 30, 1937. The plan includes the notations "Drawn by H. O. Skooglund", "Checked by [Edward W.] Barber", and "See further revision on blueprint attached to file copy Jan. 26, 1938, V.C.M. [V. C. Martin]." Skooglund, Barber, and Martin were from the National Park Service. (The plan sheet does not have approval signatures.) Skooglund apparently worked within the Minnesota Central Design Office in St. Paul, under the supervision of Edward W. Barber, who was chief architect and major designer. Skooglund also designed the Garrison Pedestrian Underpass (Bridge 5265), the Whitefish Creek Bridge (Bridge 3355), the T.H. 169 Culvert at St. Alban's Bay, and the Kenney Lake Overlook -- all located a few miles from Garrison Creek (all are included in this inventory).

The planting plan for the bridge was drawn March 31, 1938. It includes the notations "Designed by Minn. Hwy. Dept." [presumably by A. R. Nichols] and "Drawn by Minn. Hwy. Dept." The planting plan is signed by four officials from the Department of Highways -- Harold E. Olson (Engineer of Roadside Development Division), A. R. Nichols (Consulting Landscape Architect), A. W. Moulster (District Engineer), and O. L. Kipp (Construction Engineer) -- and three officials representing the National Park Service -- Agge Thompson (CCC Camp Superintendent), Harold W. Lathrop (Minnesota Department of Conservation Park Authority), and Ed Lasey (Inspector). The plans also contain the signed names "R. W. Law" and "Hella" (a Regional Inspector). (Reuben W. Law was a landscape architect and engineer who worked for the National Park Service and the State Department of Conservation in the 1930s and early 1940s as a Supervisor and Inspector of CCC work. He eventually became president of the firm Morell and Nichols. Udert W. Hella was eventually longtime Director of the Minnesota Department of Conservation's Parks Division.)

A photograph of the completed bridge was published in the *Biennial Report of the Commissioner of Highways of Minnesota for 1937-1938* (March 1, 1939:18).

The Mille Lacs Lake Highway Development Plan and the Garrison CCC Camp

The Garrison Creek Culvert was built as part of the Mille Lacs Lake Highway Development Plan (also known as the Mille Lacs Lake SP-15 project). Operating between September of 1935 and March of 1940, this project improved many miles of T.H. 169 and T.H. 18 west and north of Mille Lacs Lake to facilitate increased recreational and commercial travel. It was the most extensive roadside development project undertaken by the CCC in the state.

This culvert and other components of the project were planned by the Minnesota Department of Highways and the National Park Service, and were 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 on the southern edge of Garrison. 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 standing structure projects 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).

The 1938 *Annual Report* of the highway department's roadside development program summarized work completed that year in the Mille Lacs 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

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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 western side of T.H. 169 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 Department of Conservation's 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 CCC camps sponsored by the Minnesota Department of Highways were the following:

- 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

The four camps were established specifically for highway improvements and were supervised by the National Park Service. Each camp had approximately 200 enrollees who worked on roadside landscaping and erosion control, and constructed wayside rests, bridges, culverts, and similar highway structures. Rolf Anderson calls Mille Lacs the "largest and most extensive of these [highway CCC camps]" (Anderson, "Garrison Concourse" 1990:8-3).

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

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**

There apparently have been no previous SHPO cultural resource reviews of the property.

■ **STATEMENT OF SIGNIFICANCE**

The Garrison Creek Culvert, 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. It 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 that were designed by NPS designers. The culvert is one of nine properties in this inventory that were built by the four CCC camps in Minnesota that were sponsored by the MHD. Furthermore, it is one of seven sites that were built near Garrison by the CCC as part of the Mille Lacs Lake Highway Development Project, the most extensive roadside development project undertaken by the CCC in the state.

This property has been evaluated within the historic context "Roadside Development on Minnesota Trunk Highways, 1920-1960." It is recommended that, despite the factors listed above, the property is NOT ELIGIBLE for the National Register under this historic context due to loss of integrity.

The Garrison Creek Culvert was not included in the Mn/DOT Historic Bridge Inventory because of its short span width (Hess, Telephone Conversation, 1997).

■ **OTHER COMMENTS**

This property may require further evaluation for potential archaeological resources.

T.H. 169 over this bridge 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. Minnesota Highway Department Records, Minnesota Historical Society.

Anderson, Rolf T. "Federal Relief Construction in Minnesota, 1933-1941." National Register of Historic Places 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.

Anderson, Rolf T. "Minnesota State Park CCC/WPA/Rustic Style Historic Resources." National Register Multiple Property Documentation Form. Sept. 3, 1988.

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. Telephone Conversation. Aug. 25, 1997.

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

Thiel, George A. and Carl E. Dutton. *The Architectural, Structural, and Monumental Stones of Minnesota.* Minneapolis: The University of Minnesota Press, 1935.

■ **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 this structure was probably obtained from a quarry near Isle, a community located on the southeastern shore of Mille Lacs Lake. 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.