



City of Duluth

411 West First Street
Duluth, Minnesota 55802

Meeting Agenda

Heritage Preservation Commission.

Monday, December 12, 2022

12:00 PM

Council Chamber, Third Floor, City Hall, 411
West First Street

1 Call to Order/Determination of Quorum

2 Public Hearings

3 Consideration of Minutes

4 Communications

MnDot TH61 Project, 106 Consulting Party

5 Report of Final Disposition on Matters Previously Before the Commission

6 Reports of Officers, Staff and Committees

Annual Meeting, Election of Officers

7 Consideration of Matters Regarding Commission Action

8 Other Business

Pending Item for January HPC Mtg

9 Adjournment

Heritage Preservation Commission
September 12, 2022 Meeting Minutes
Council Chambers – City Hall

1) Call to Order and Roll Call

President Ken Buehler called to order the meeting of the Heritage Preservation Commission (HPC) at 12:00 p.m. on Monday, September 12, 2022.

Attendance:

Attending: Ken Buehler, Stacey DeRoche, Brandon Hartung, Jess Mccullough, and Kal Randa

Absent: Jessica Fortney

Staff Present: Steven Robertson, Jenn Moses, and Cindy Stafford

2) Public Hearings

N/A

3) Consideration of Minutes

August 8, 2022 HPC Meeting

MOTION/Second: DeRoche/Hartung approved the minutes

VOTE: (5-0)

4) Communications

Launch of MnSHIP Sep 1 2022 (Data Search Tool) – Steven Robertson gave an overview. This is an informational item and more information can be found in the commissioners' packet.

SHPO: 106 Review of Lakewood Pump House (8130 Congdon Blvd) – SPHO affirmed the proposal will have no adverse effect on historic properties.

5) Report of Final Disposition of Matters Previously Before the Commission –

Robertson shared the draft for the Downtown Design Guidelines is still on hold.

6) Reports of Officers, Staff and Committees

Robertson noted the HPC is still lacking a planning commission member. A new HPC member will be appointed at tomorrow's planning commission meeting. Tonight the city council will hear the appeal to the HPC's decision to deny the certificate of appropriateness for the demo of 102 East Superior Street. Jenn Moses noted the planning commission is reviewing more vacation rental permits for approval, including more in form districts. Robertson also shared that a housing project is going into the old holiday gas station location in West Duluth.

7) Consideration of Matters Regarding Commission Action

2022 Preservation Conference – HPC members attending and presenting. Staff also helping out with the conference.

8) Other Business

Chair Buehler noted the old main park being a very popular park for kids and dogs. Per Robertson there is a fenced off area for public safety reasons. Chair Buehler noted the possibility of obtaining block grant money next year to help the park.

Chair Buehler thanked the commissioners for their time.

9) Adjournment

Meeting adjourned at 12:19 p.m.

Respectfully,

Adam Fulton – Deputy Director
Department of Planning and Economic Development

VIA EMAIL

December 1, 2022

Attn: Steve Robertson
Duluth Heritage Preservation Commission
411 W. 1st Street, Room 407
Duluth, MN 55802-1197

Re: Minnesota Department of Transportation (MnDOT) S.P. 6925-144
Trunk Highway (TH) 61 Corridor Improvements
Duluth and Lakewood Township, St. Louis County
T50N, R13W, Section 4
T51N, R13W, Sections 24, 25, 26, 27, 33, 34, and 35

Dear Mr. Robertson:

On behalf of the Federal Highway Administration (FHWA), I am extending an invitation to the City of Duluth's Heritage Preservation Commission (HPC) to participate in the Section 106 process for the MnDOT S.P. 6925-144, TH 61 Corridor Improvements, a project sponsored by MnDOT District 1 (maps attached).

The project is federally funded by FHWA, may require a permit by the U. S. Army Corps of Engineers, and must comply with Section 106 of the National Historic Preservation Act (54 USC 300108) and its implementing regulations, 36 CFR 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties that are listed in, or are eligible for inclusion in, the National Register of Historic Places. The Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) is acting on behalf of the FHWA in carrying out certain aspects of the Section 106 process for this project under the terms of the *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 (Statewide PA)*.

The Duluth to Two Harbors Segment of Trunk Highway (TH) 61 (XX-ROD-005) has been determined eligible for inclusion in the National Register of Historic Places (NRHP). It is significant under Criterion A in the area of Transportation and under Criterion C in the area of Engineering (see enclosed inventory form). Part of this historic property lies within the boundaries of the City of Duluth.

The proposed project consists of improvements to TH 61 between East Duluth and Lakewood Township, St. Louis County. Project work will include a 2-inch mill and overlay on both northbound and southbound lanes, turn lanes, and crossovers. Other improvement work includes guardrail replacement, shoulder improvement, culvert and drainage work, work on wingwalls, flume replacement, and some tree clearing. Project work is planned to stay within 300 feet of the existing road surface.

As a government agency with a demonstrated interest in a community's history properties, HPCs are entitled to participate in the Section 106 process as consulting parties, along with the Minnesota State Historic Preservation Office (MnSHPO), Indian tribes, and other interested organizations and individuals. Consulting parties can share their views, review pertinent project information, offer ideas, and consider possible solutions together with the Federal agency and other consulting parties. Consulting parties play an active and important role in determining how potential effects to historic properties will be avoided, minimized, or mitigated during the planning and implementation of a proposed project. For more information, see: <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

We would welcome the involvement of the City of Duluth's HPC in Section 106 consultation for the project. If you would like to participate in consultation, please let us know of the HPC's interest in writing within **14 days of your receipt of this letter**. Please do not hesitate to contact me if you have any questions, require additional information on the historic properties or potential effects, or would like to schedule a meeting to discuss the project.

Sincerely,



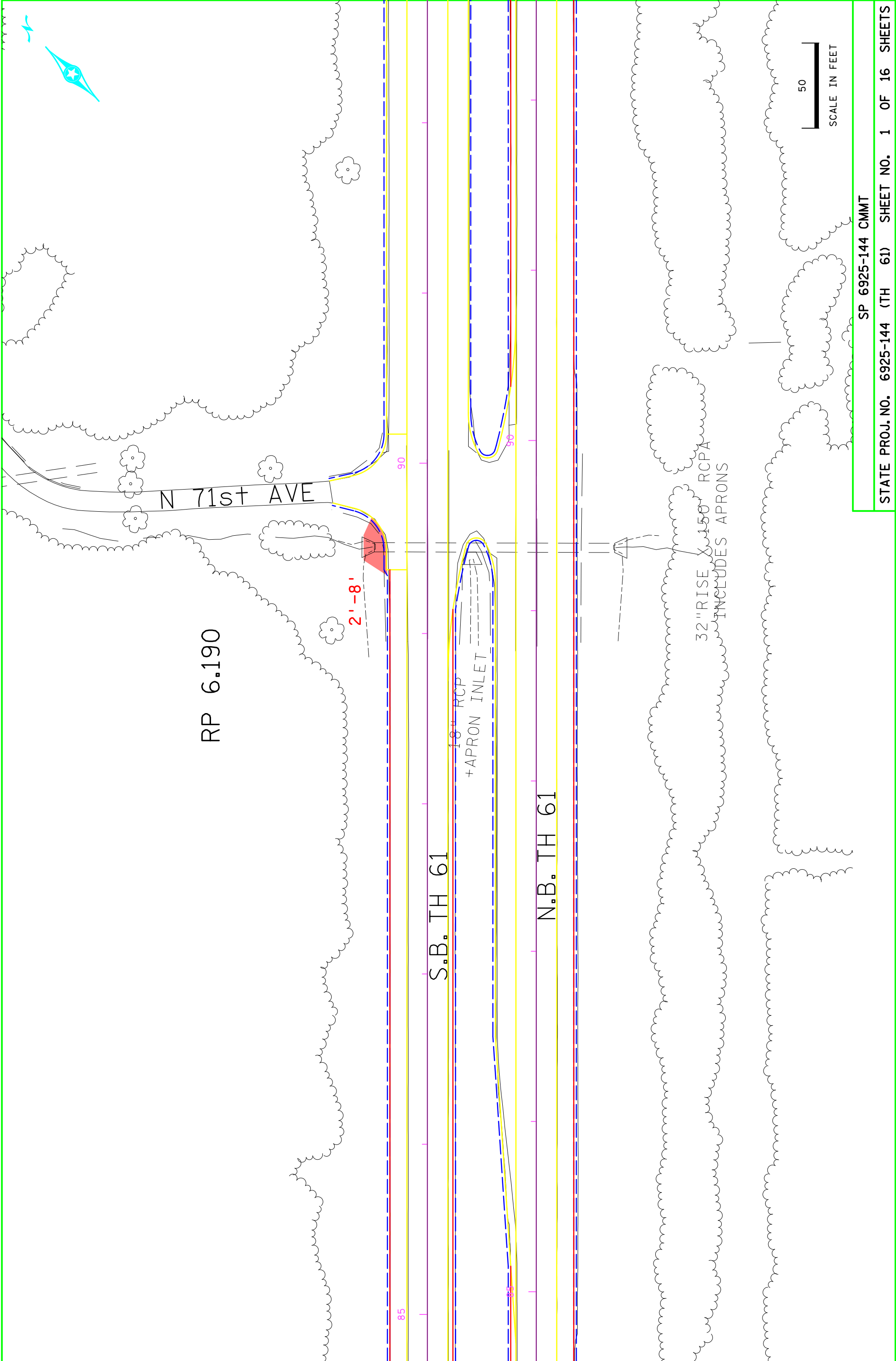
Stephanie Atwood Hatzenbuhler
Historian, MnDOT Cultural Resources Unit
Stephanie.Atwood@state.mn.us
(651) 366-4298

ENCLOSURES:

- Mead & Hunt, Inc.
 - Minnesota Architecture-History Inventory Form, "TH 61 – Duluth Two Harbors (XXX-ROD-005 [UPDATE])," (February 15, 2013).
- MnDOT Contaminated Materials Management Team (CMMT)
 - "SP 6925-144 CMMT" Plans (16 Sheets)

- MnDOT CRU
 - Area of Potential Effects (APE) Maps (4 sheets)

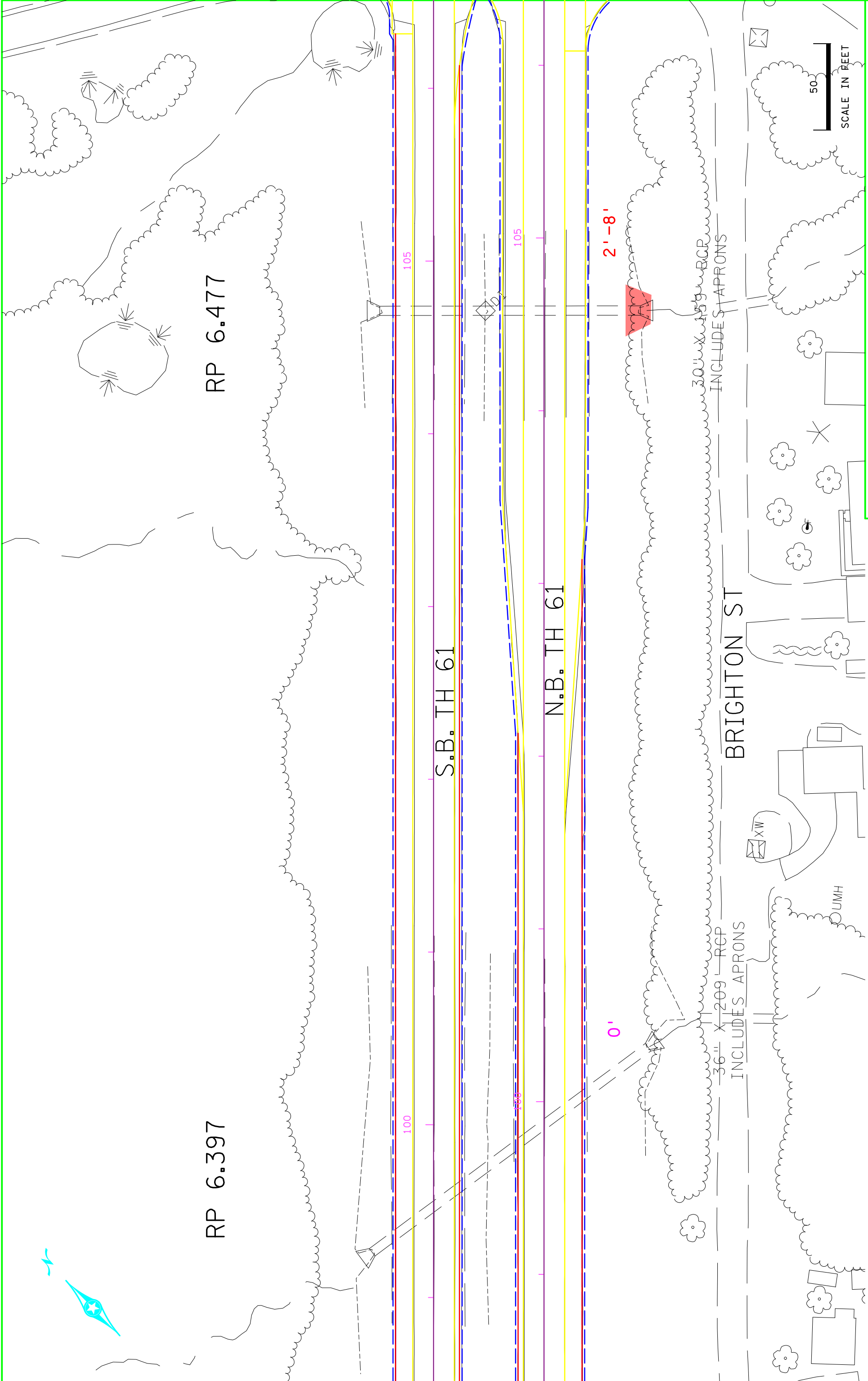
CC: Haydn Johnson, MnDOT District 1 (Haydn.Johnson@state.mn.us)
MnDOT Cultural Resources Information System (CRIS)

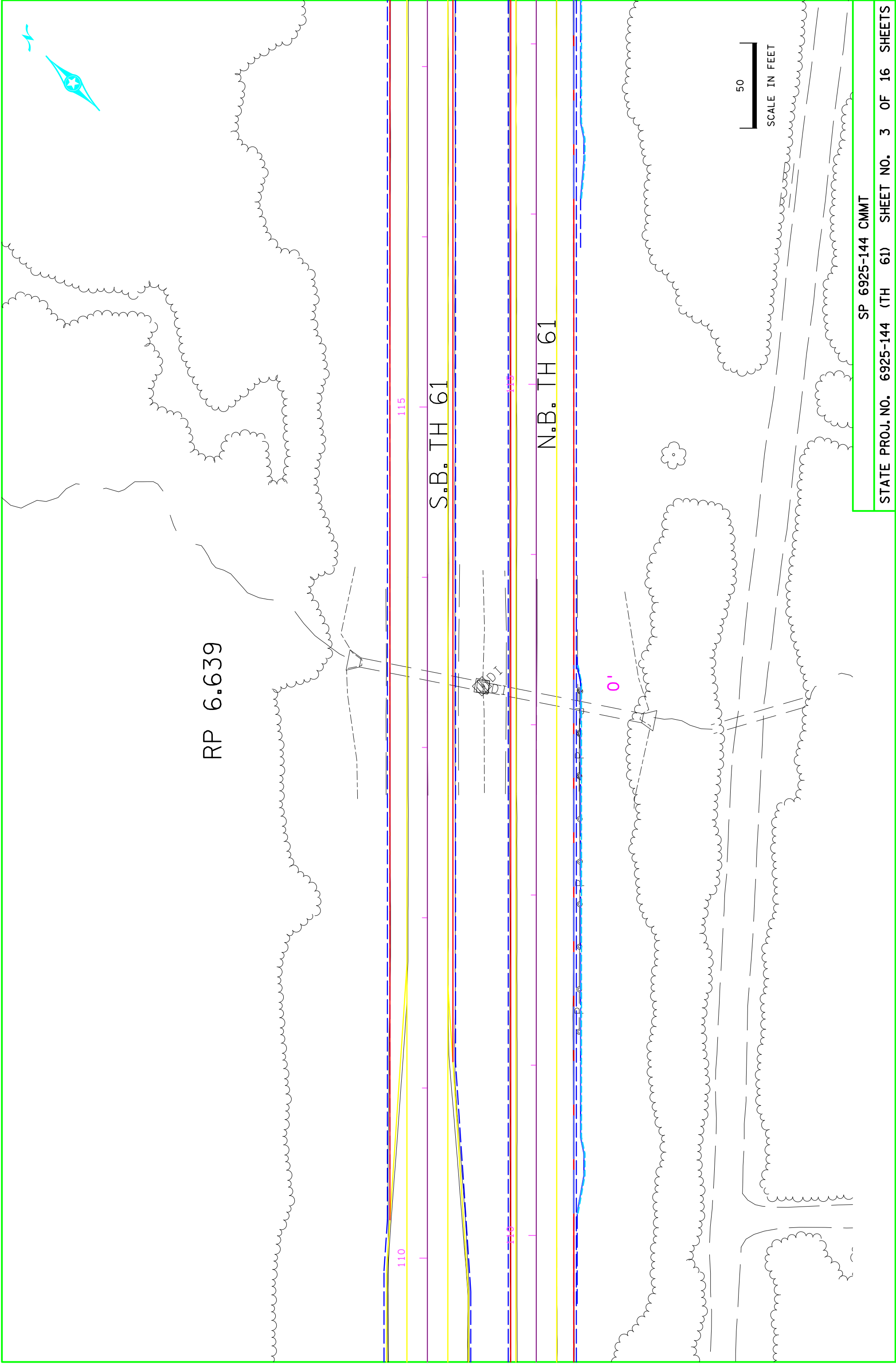


PLOTTED/REVISED: 17-NOV-2022

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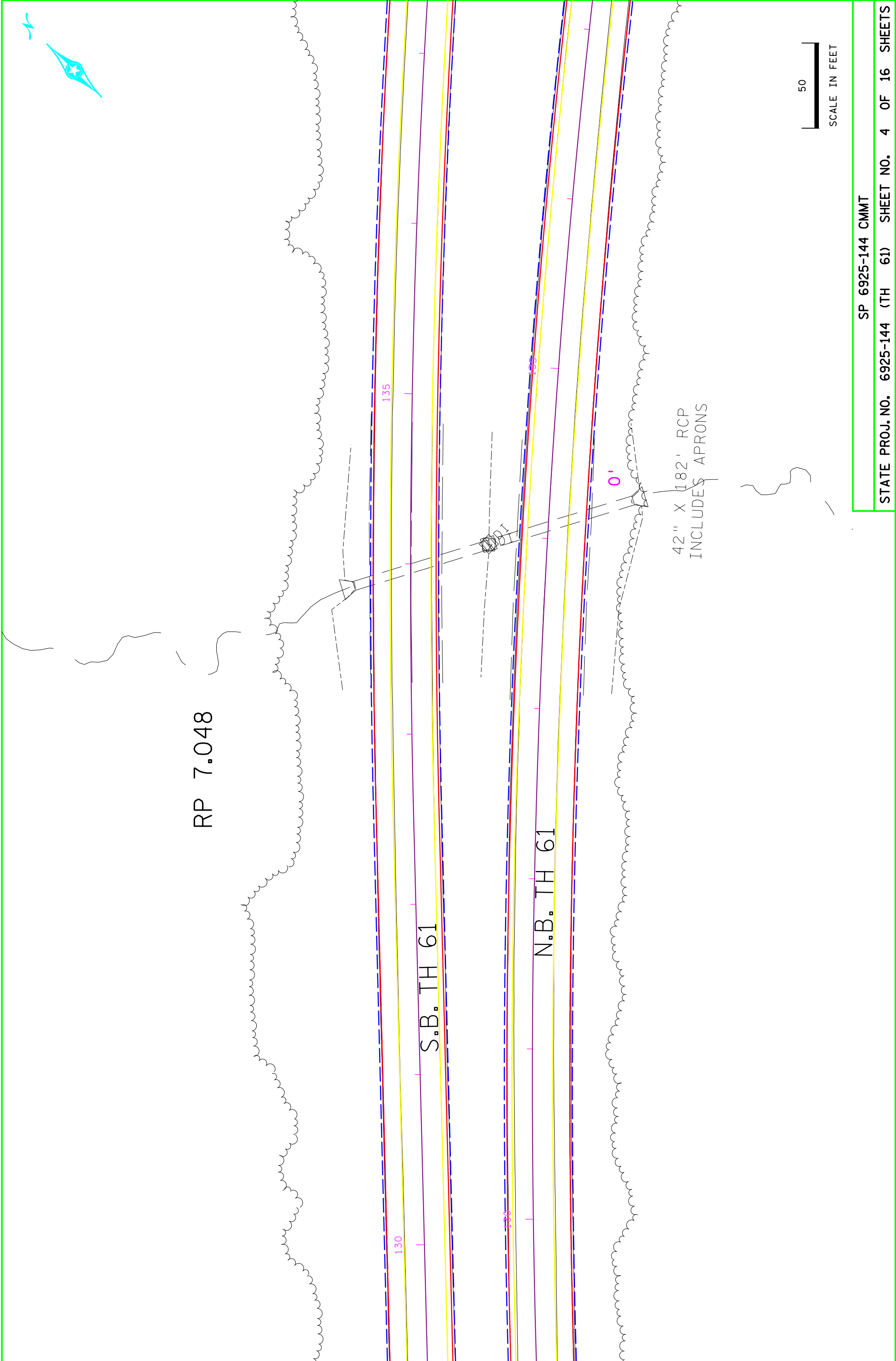
SP 6925-144 CMMT





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RP 7.048

S.B. TH 61

N.B. TH 61

42" X 182' RCP
INCLUDES APRONS

135

130

138

0'



SCALE IN FEET

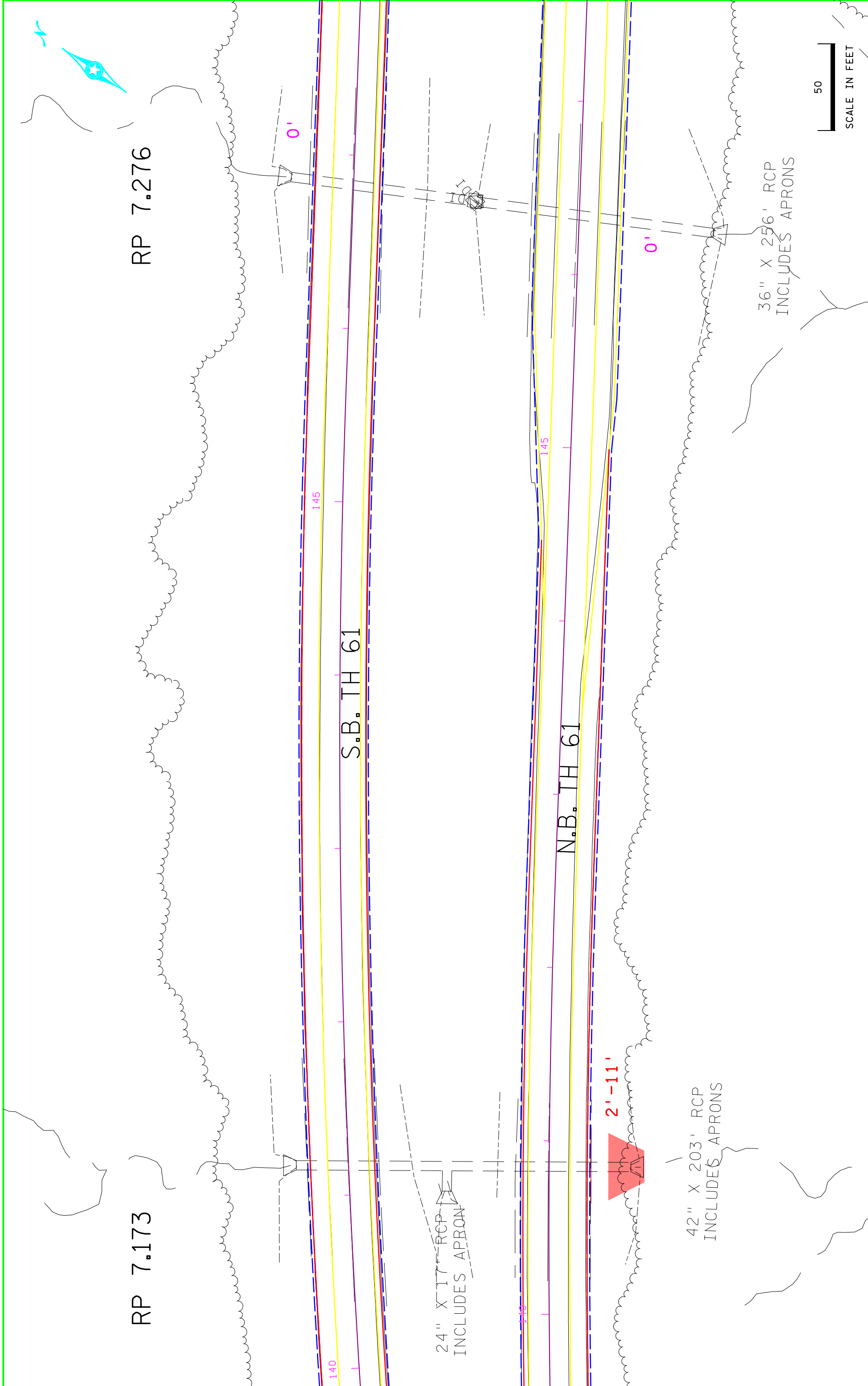


RP 7.173

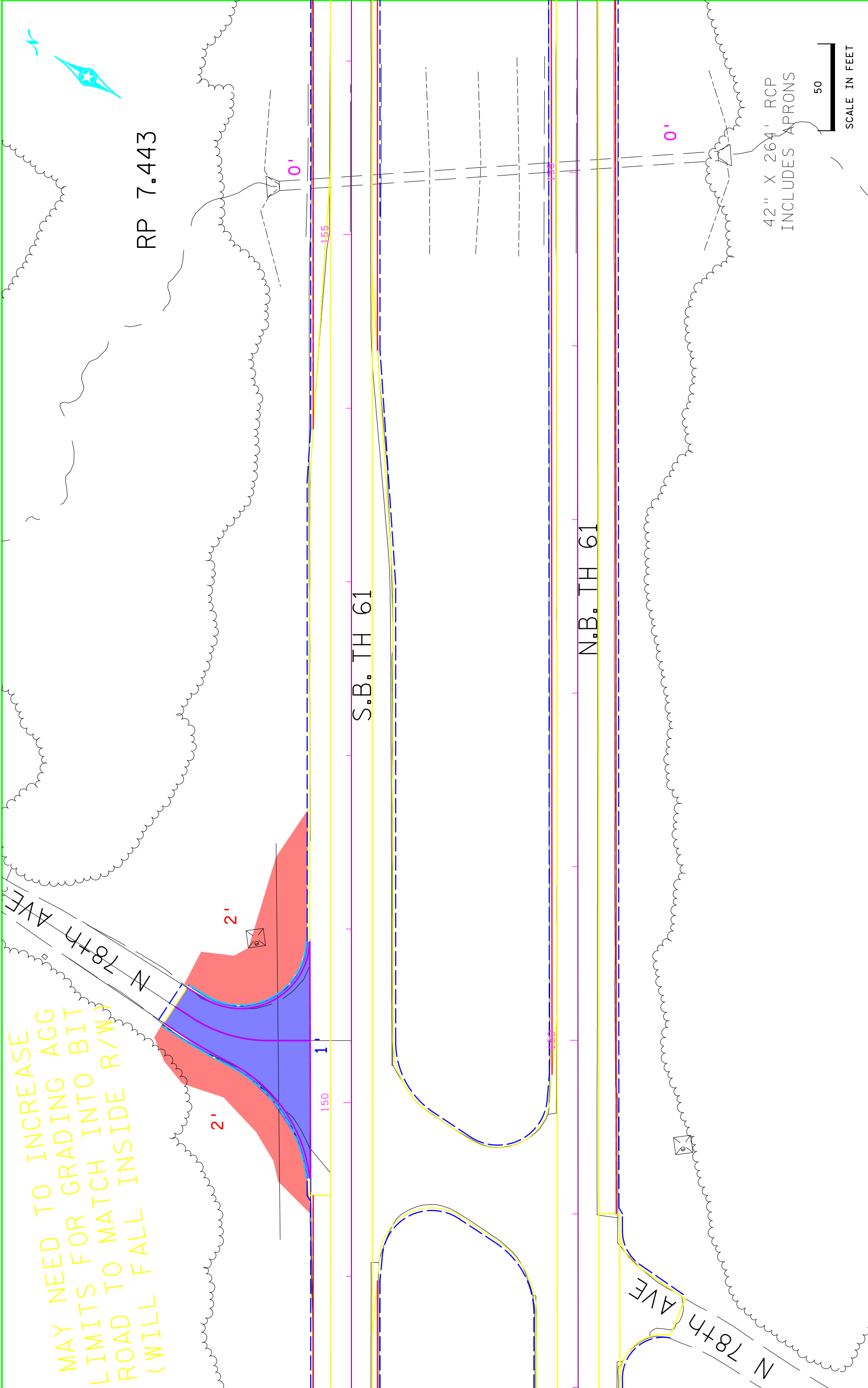
RP 7.276

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SP 6925-144 CMMT



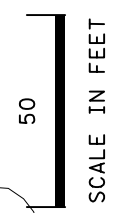
MAY NEED TO INCREASE
LIMITS FOR GRADING AGG
ROAD TO MATCH INTO BIT
(WILL FALL INSIDE R/W)

RP 7.443

S.B. TH 61

N.B. TH 61

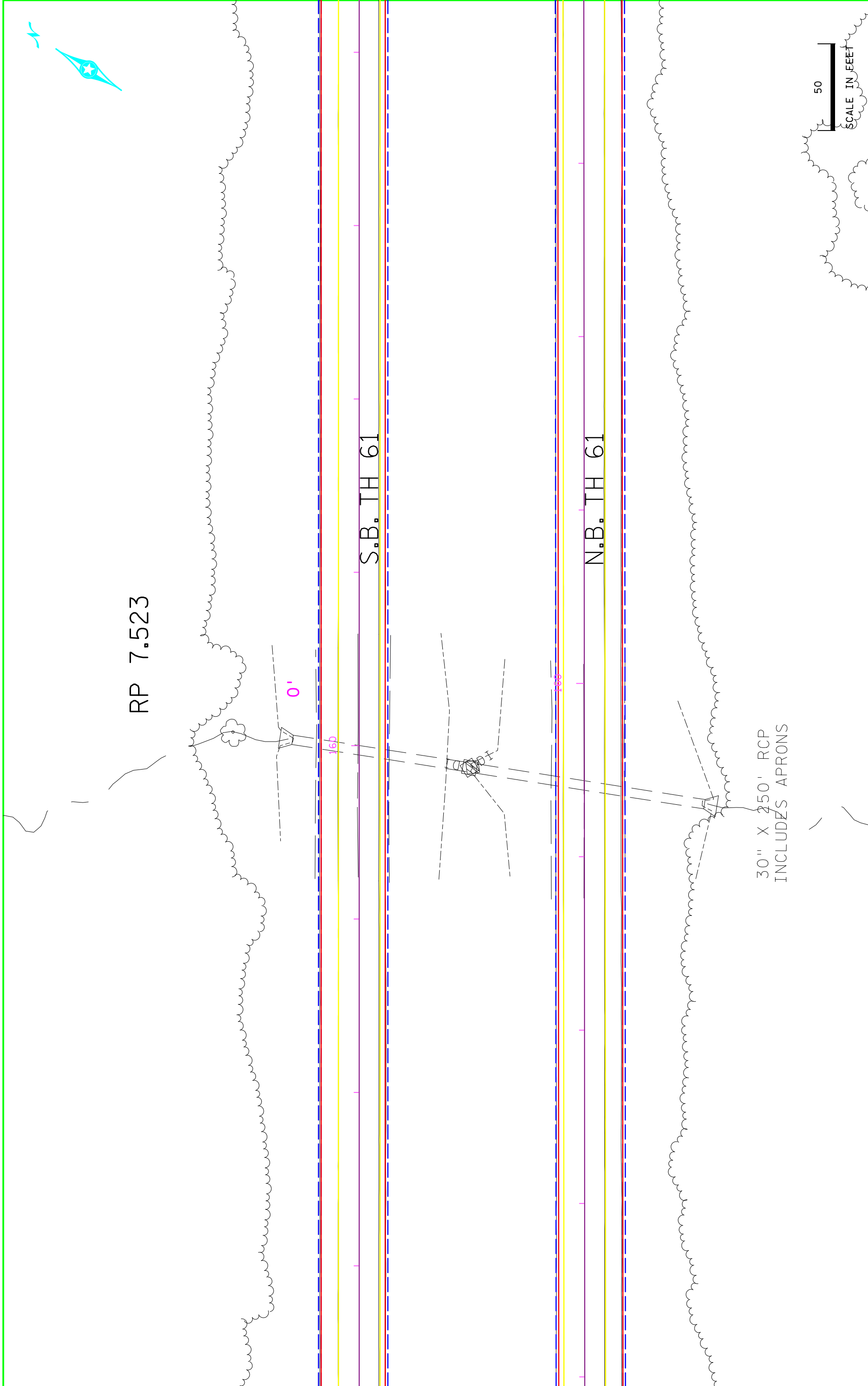
42" X 264' RCP
INCLUDES APRONS

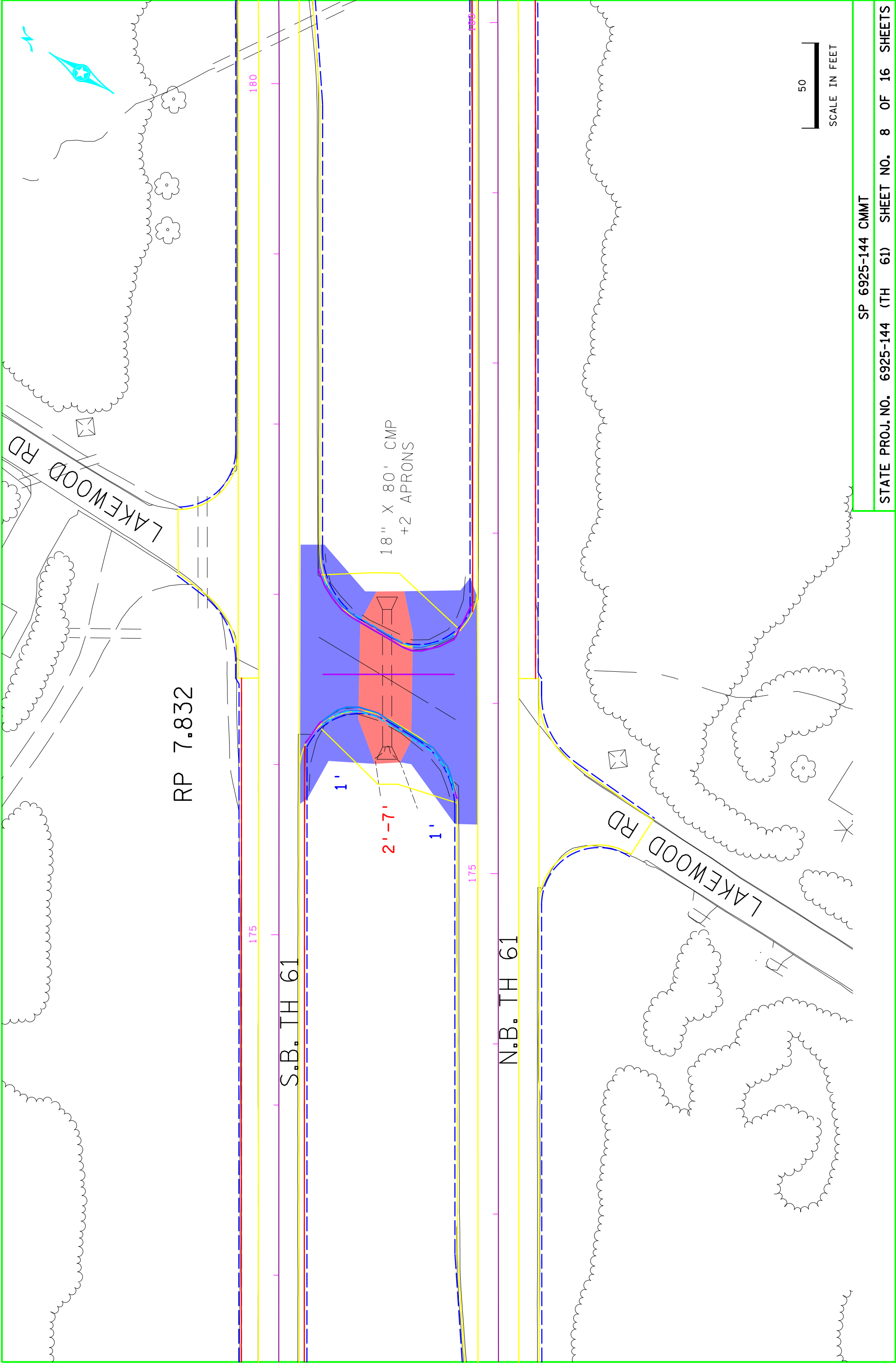


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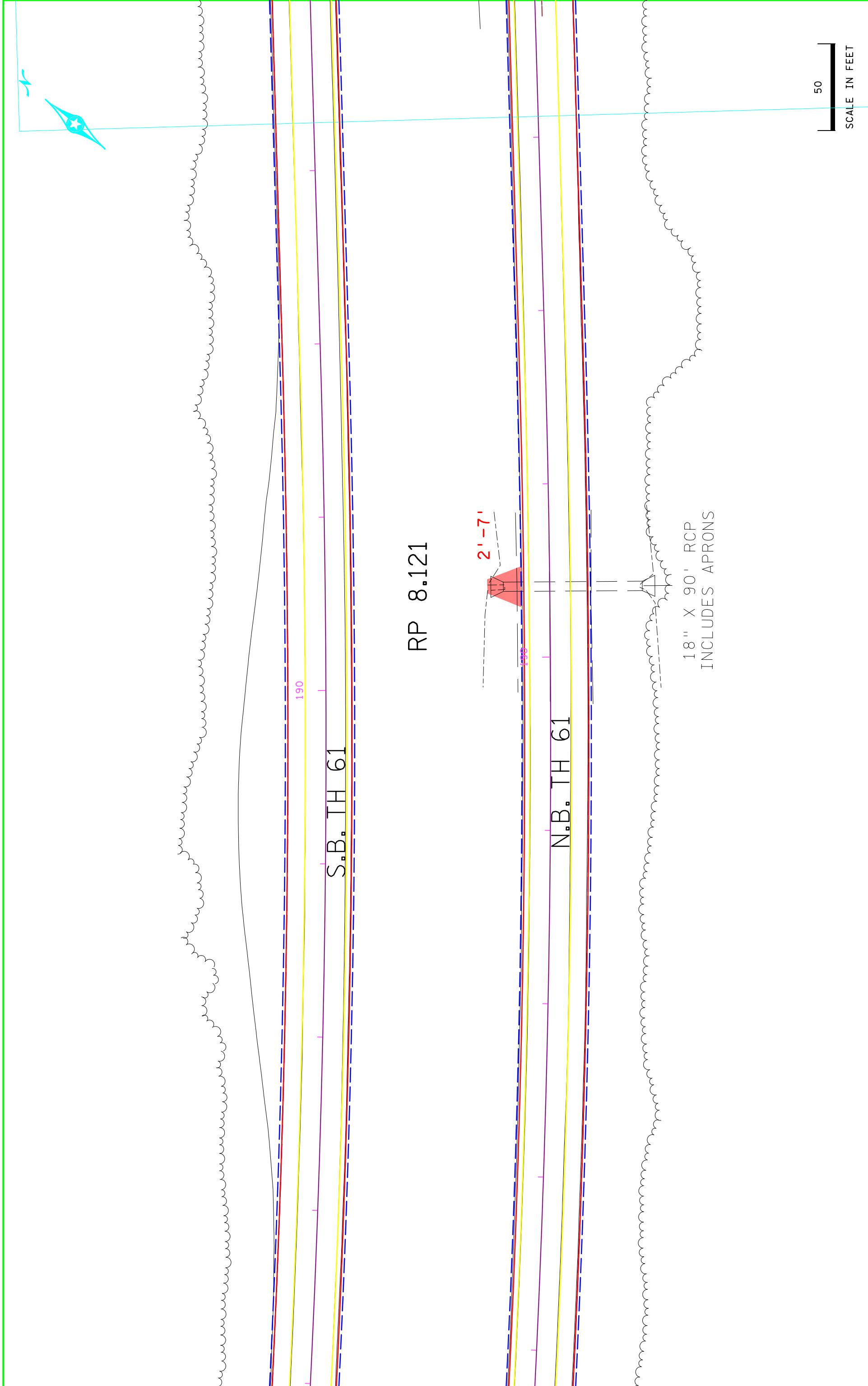
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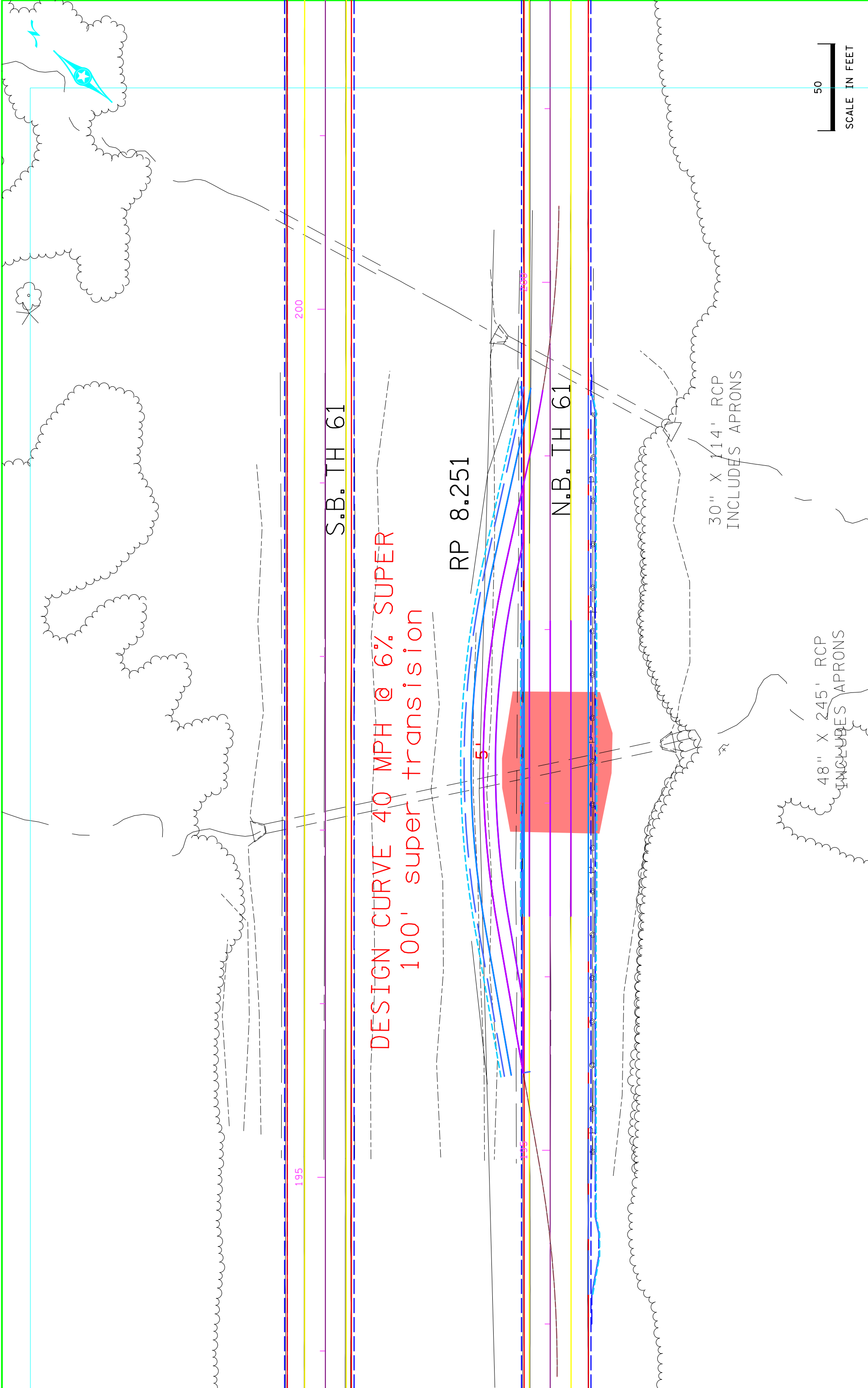


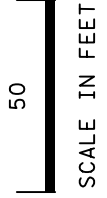
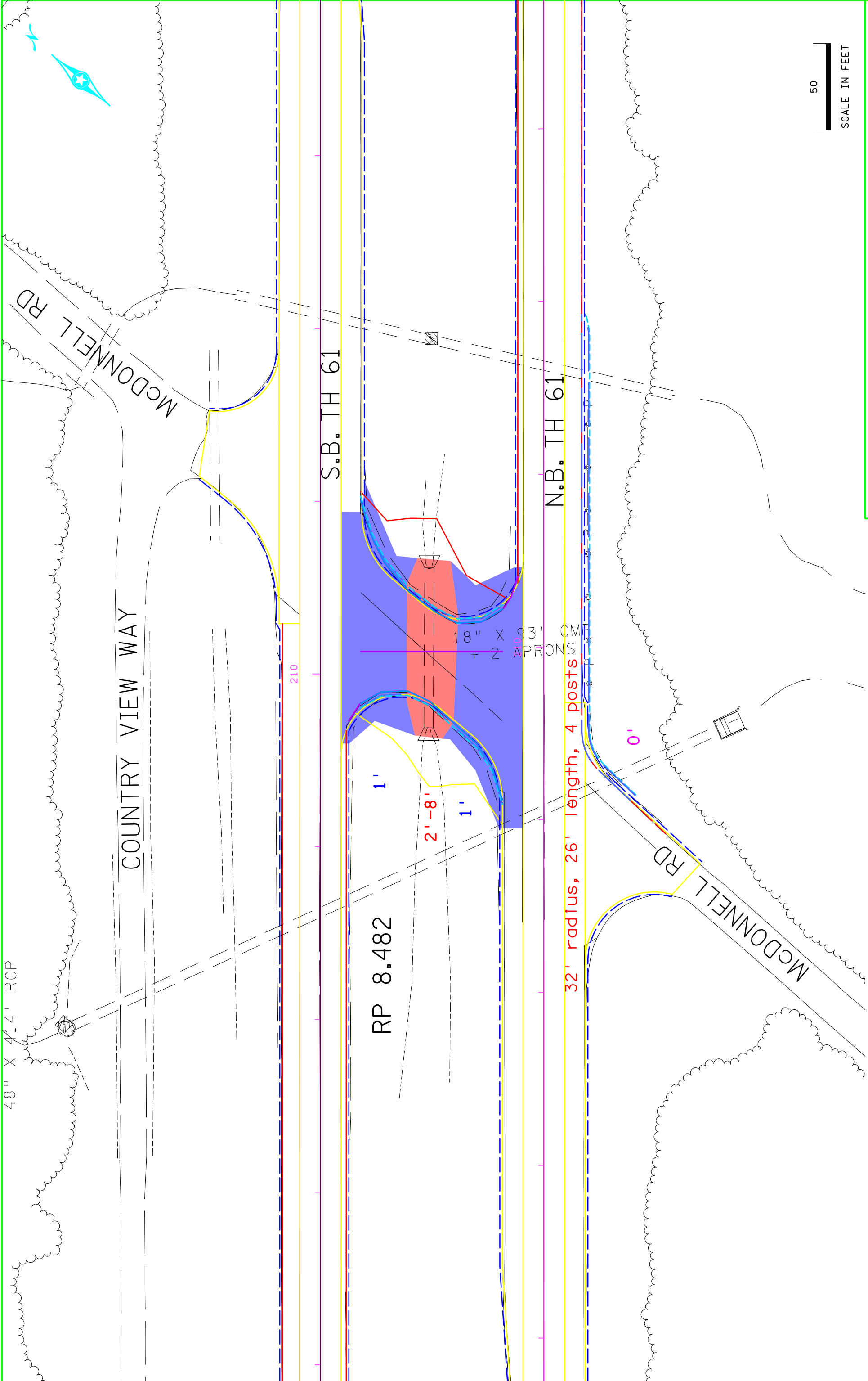
PLotted/REvised: 17-NOV-2022

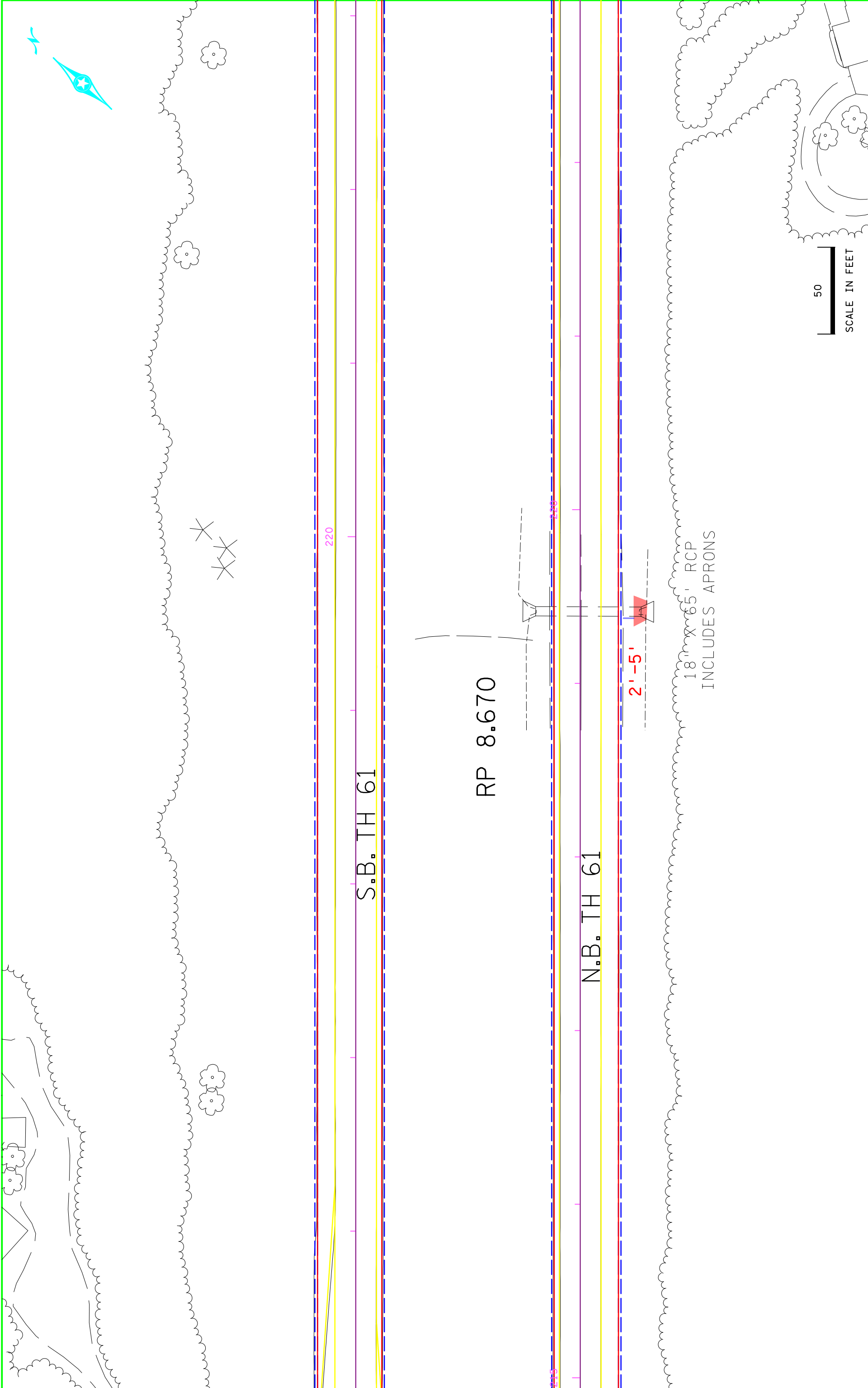
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18" X 90' RCP
INCLUDES APRONS







RP 8.937

0'

S.B. TH 61

N.B. TH 61

66" X 282' RCP
INCLUDES APRONS

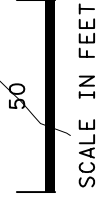
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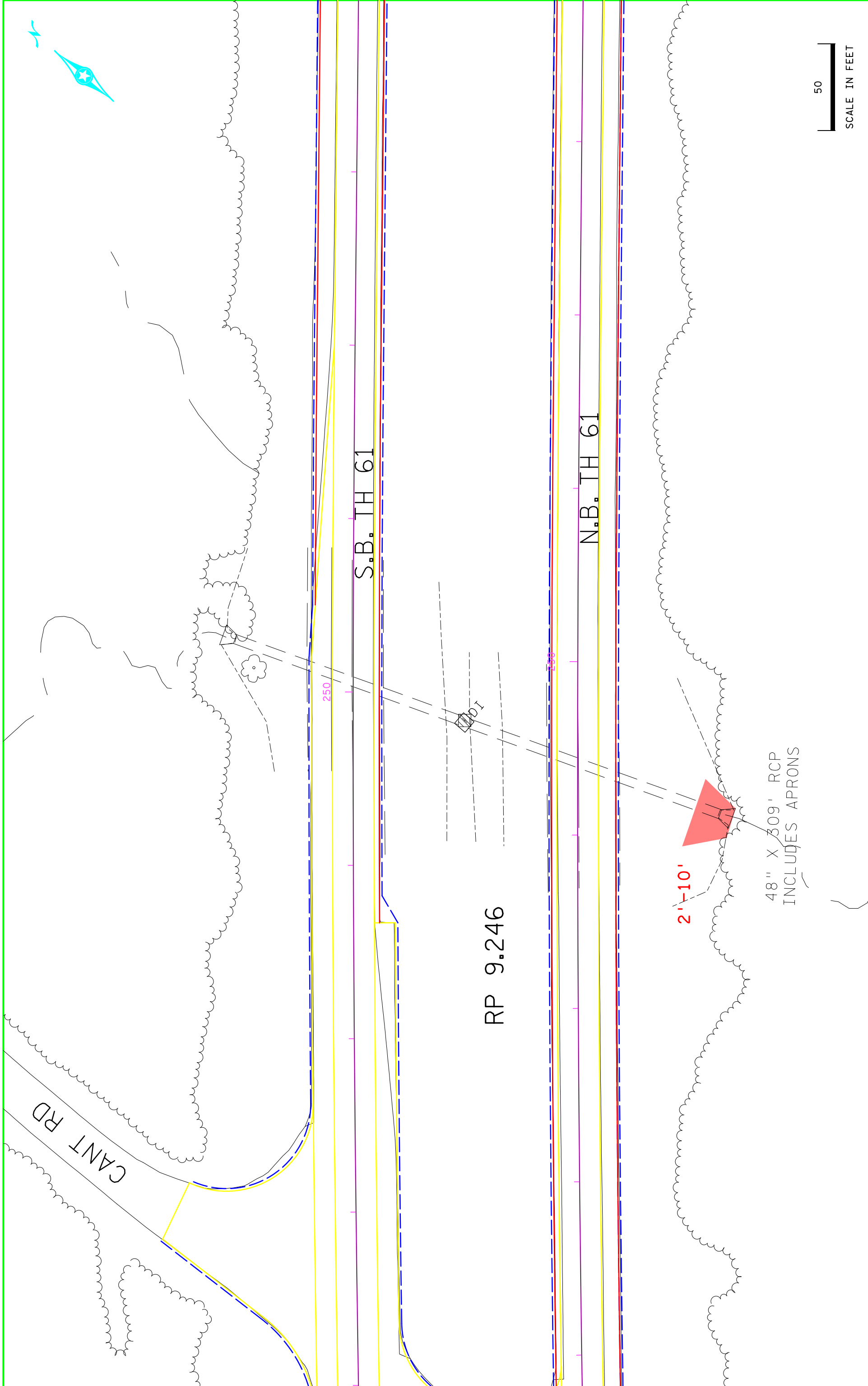
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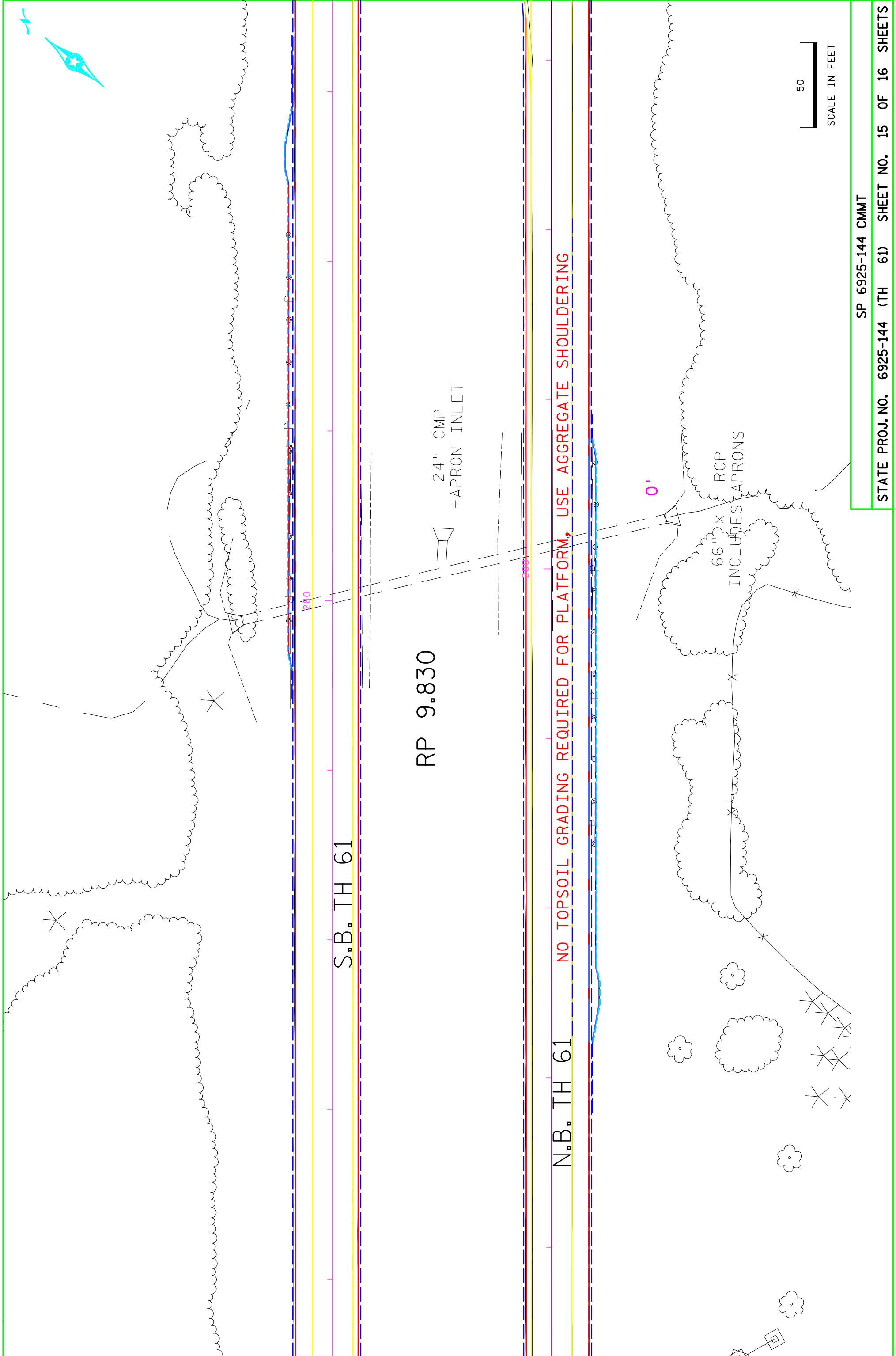
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230



SCALE IN FEET





RP 10.317

RP 10.351

2'-4'

REPLACE WINGWALLS

50' x 2' APRONS FLUME

S.B. TH 61

1'+2'

POSSIBLE FR

N.B. TH 61

REPLACE WINGWALLS

8' x 8' x 237' BOX CULVERT

50

SCALE IN FEET

SP 6925-144 CMMT

STATE PROJ. NO. 6925-144 (TH 61) SHEET NO. 16 OF 16 SHEETS

Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS

Identification	
Historic Name	Trunk Highway 61
Current Name	Trunk Highway 61
Address	rural
City/Twp	Townships 50, 51, 52
County	St. Louis and Lake Counties
PIN	

SHPO Inventory No. XX-ROD-005 **UPDATE**

Review and Compliance
No.

Project No.

Survey No.

Previous National Register Status
 NRHP CEF SEF DOE Locally Des.

Location of Property Centroid		
Legal Desc. Sec	Tw	Rng
USGS Quad	*See section following the	
UTM ZONE	Recommendation for Location of Property Centroid	
Easting	Northing	

	Description
Resource Type	Road-related
Style	None
Construction	
Date	1959-1968
Original Use	Highway
Current Use	Highway
Historic Context	Urban Centers, 1870-1940

UPDATE, June 2018 -- TH 61 between Duluth and Two Harbors was evaluated in 2017 under Minnesota Trunk Highways (1921-1954): Historic Context and National Register Evaluation and Integrity Considerations, which covers the Trunk Highway development period from 1921 through 1954. This portion of TH 61 does not possess significance under the 1921-1954 context. Please see inventory form XX-ROD-006 for further historic context and evaluation information for the period of 1921-1954 for this portion of TH 61.

Description, including alterations

The portion of Trunk Highway (TH) 61 (XX-ROD-005) being evaluated begins 500 feet southwest of the intersection of Congdon Boulevard and TH 61, at the eastern limits of Duluth, and extends approximately 20 miles northeast. The highway terminates about 1.2 miles southwest of to the community of Two Harbors. The portion of TH 61 under evaluation is shown in Figure 1. A more detailed project location is presented in the Location Maps section of this inventory form. This portion of the road is located in both St. Louis and Lake Counties.

TH 61 is a four-lane, divided highway with a large grassy center median. The median is continuous throughout the highway, and ranges from approximately 50 feet to 150 feet wide depending on the surrounding topography. The roadway narrows to a two-lane, undivided highway near Duluth and Two Harbors (see Figure 2). Both the northbound and southbound lanes feature a 24-foot concrete paved roadway, with two bituminous shoulders (an 8-foot-wide shoulder to the outside and a 4-foot-wide shoulder to the inside median). The highway also features approximately 10-foot-wide turn lanes located at all major intersections.

TH 61 has partial control of access, with township and county roads bisecting the roadway at various places along the route. It crosses over one at-grade railroad crossing near Duluth (see Figure 3). Median openings to allow for crossing traffic (often called crossover lanes) range from 40 to 60 feet wide.

Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS

Access to the few individual residential homes is gained through private access drives along the highway corridor. Horizontal metal guard rails provide safety protection near bridges and along steep embankments. Small, concrete pipe culverts and drainage structures are numerous along the route. Larger box culverts are located along creeks and the Tallmadge, French, and Sucker Rivers. Two, three-span continuous steel bridges—Bridge No. 9339 (ST-DUL-008) and 9341 (ST-DUL-009)—carry TH 61 over the Knife River (see Figure 4). Additionally, Bridge No. 38001, a steel stringer grade-separated railroad bridge, carries the Duluth Missabe & Iron Range railroad (DM&IR; LK-THB-139) over the roadway as it narrows and enters Two Harbors (see Figure 5).

Generally, there is little commercial or residential development along the highway. As TH 61 nears Two Harbors, modern commercial development, including a car dealership, warehouses, and a restaurant, has been built along the highway. Access to these businesses is provided on cross streets, and not on the highway itself. One gas station, located west of McQuade Road, is the only other commercial development on the road.

The highway follows hilly terrain, which slopes toward Lake Superior to the east. Due to the slope of the lanes, some portions of the southbound traffic lanes are elevated above the northbound lands (see Figure 6). TH 61 passes through groves of native Minnesota trees and offers views of Lake Superior (see Figure 7). Wayside amenities along the route include a rest area at Knife River and a road-side historic marker near the French River.

TH 61 has experienced few alterations since the highway opened in 1968. The highway retains its alignment, geometric configuration, dimensions, and access points. General alterations include repairs and replacement of roadway pavement, reconstruction or replacement of rip-rap around culverts and bridges, and the replacement of the original wire and wood post guard rails. The following details the improvement projects undertaken on the road:

- Widening of the southbound lane shoulder at Lakewood Road to approximately 20 feet to allow for a truck weigh-station area, c.1970.
- Widening of Bridges 9339 and 9341 over the Knife River to provide shoulders to match the road's width in 1988.¹

¹ Minnesota Department of Transportation, "Construction Plan for Spur Dikes, Bridge Widening, Deck Removal and Const., and Misc. Approach work on Existing Bridges 9339 and 9341 at Knife River," 1987. Note: All TH 61 highway corridor plans included in this report can be found at Road and Bridge Plans and Construction Contracts, Minnesota Department of Transportation electronic documents, http://dotapp7.dot.state.mn.us/cyberdocs_guest/Libraries/Default_Library/Groups/GUESTS/frameset.asp (accessed 16 January 2013).

Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS

- Construction of new turn lanes at five intersections along the route, including Ryan and Holmstead Roads in 1983 and Johnson, Larsmont, and Issacson Roads in 2010-2011.²
- Updates to the Knife River Rest Area in 1972 and 1995.³

Historical Narrative

During the postwar period, the Minnesota Highway Department (MHD) began designing expressways and freeways for controlled access. Many of the MHD's efforts focused on upgrading existing trunk highway corridors to expressway and freeway standards by adding lanes, removing dangerous curves, and making roadways broader and smoother with new paving and shoulders.

The purpose behind the MHD constructing expressways and freeways was to provide faster and safer connections between communities or destinations. The effort was primarily achieved by separating through traffic from cross traffic either by limiting the number of cross streets or separating cross traffic entirely using bridge structures. For the MHD, a freeway was defined as "a highway designed for rapid, unimpeded traffic flow by use of fully controlled access, divided roadways, grade separation at all intersections, and no left turns at grade level." Minnesota's Interstate highways, except in very limited cases, were distinguished as freeways with full control of access, grade separation, and interchanges. In contrast, the MHD defined an expressway as "not as strictly limited as a freeway in access control or elimination of grade intersections (also called a Throughway)."⁴ The MHD traditionally reserved expressways for suburban or rural corridors.

Two important initiatives in the mid-1950s specifically defined and set apart expressway development from other postwar roadwork in Minnesota. First was the publication of the American Association of Highway Officials (AASHO)'s *A Policy on Geometric Design of Rural Highways 1954*. AASHO began publishing design policy books beginning in the late 1930s and was the national leader in setting standards for modes of transportation in the U.S. AASHO policy books codified and disseminated accumulated national engineering experience to state highway departments, and helped create a uniform design standard to use nationally. The 1954 *A Policy on Geometric Design of Rural Highways* was significant because, for the first time, it included information and guidance for highway engineers on controlled-access roads.⁵ Additionally, AASHO revised, for the first time since 1944, recommended

² State of Minnesota, Department of Highways, "Construction Plan for Grading and Surfacing (Turn Lane Construction)," 1971, revised 1983.

³ Minnesota Department of Highways, "Construction Plan for Knife River Rest Area, Trunk Highway No. 61-1, 8 Miles Southwest of Two Harbors," 1972; Minnesota Department of Transportation, "Construction Plan for Knife River Rest Area Rehabilitation (Scenic Byway), located on T.H. 61, 12.9 km West of Two Harbors," 1995.

⁴ "Some Handy Definitions of Highway Terms," *Minnesota Highways* (February 1957), 7.

⁵ AASHO had published several geometric design standards policy booklets, which did include design recommendations for four-lane divided highways. However, it was not until the release of the 1954 rural highway policy that a comprehensive discussion on controlled access highways, with design standards, were included. American Association of Highway Officials, *A Policy on Geometric Design of Rural Highways and Policy on Design Standards 1954*, 3rd printing (Washington D.C.: Association General Offices, 1957), 246-252.

Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS

dimensions for highways and included several new geometric standards.⁶ AASHO reprinted the 1954 rural highway standards seven times (including in 1959, which the MHD used to design a portion of US 61) before releasing an entirely new publication in 1965.⁷ AASHO also published separate design standards for Interstate highways in 1956 and urban arterial highways in 1957.

The second initiative that helped define expressways in Minnesota was the passage of significant federal and state funding for road-building efforts. Increased federal funding accelerated road construction efforts nationwide, with funds especially allocated for design and construction of the new National Interstate Defense system. The 1956 federal allocation for Minnesota totaled \$56 million, of which \$32 million was allocated for primary, secondary, and urban trunk highway development.⁸

Minnesota also refocused its state funding initiatives in 1956 to provide increased funding for city and county road building. In that year, Minnesotans approved Constitutional Amendment No. 2, which called for the redistribution of state highway user funds. Prior to the amendment, the state distributed 80 percent of the highway user funds to the primary and secondary trunk highway system, with the remaining 20 percent distributed to municipal and county roads. Under the new distribution formula, 62 percent of funds went to state trunk highway system, 29 percent to the county state-aid system, and 9 percent to the municipal state-aid system.⁹ According to the 1954-1956 biennial report, the redistribution “serve[d] to place all levels of road building throughout the state in a much more equitable position than has been possible before.” Highway user funds collected by the state included taxes on motor fuel, vehicles, vehicle operators, motor carriers, and special highway facilities.¹⁰ As a result of passage of the amendment, funding for primary and secondary trunk highway programs decreased by up to \$15.6 million. According to the 1954-1956 biennial report, “this sizable reduction in funds will, of necessity, have a profound influence on the department’s ability to match available federal aid funds which will be allocated in ever large amounts then heretofore.”¹¹

⁶ American Association of Highway Officials, *A Policy on Geometric Design of Rural Highways and Policy on Design Standards 1954*, v.

⁷ The organization would also publish special design standards for Interstates and arterial highways in urban areas in 1956 and 1957, respectively. American Association of Highway Officials, *A Policy on Geometric Design of Rural Highways 1965* (Washington, D.C.: Association General Offices, 1966), v.

⁸ Minnesota Highway Department, “Minnesota Department of Highways: A Financial Summary 1956-1961,” prepared by the author March 1959, n.p.

⁹ Minnesota Highway Department, “County State-Aid Highway: History, Apportionment, Accomplishment,” prepared by the author, April 1969, 4; “Minnesota Department of Highways: A Financial Summary 1956-1961,” n.p.

¹⁰ Public Administration Service, “A Compilation of Material pertaining to the Finance of Highways in Minnesota,” (Chicago: Public Service Administration, 1954), 2; Minnesota Highway Department, “County State-Aid Highway: History, Apportionment, Accomplishment,” n.p.; Minnesota Highway Department, *Biennial Report of the Commissioner of Highways of Minnesota from July 1, 1954 to June 30, 1956* ([St. Paul, Minn.], December 1956), 15.

¹¹ *Biennial Report of the commissioner of Highways of Minnesota from July 1, 1954 to June 30, 1956*, 15.

Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS

The combination of unprecedented state and federal funding in the mid-1950s allowed the MHD to initiate one of the largest road and bridge construction efforts in the postwar era. The 1954-1956 biennial report best described the impact of federal and state funding initiatives:

The developments of the biennium just concluded, especially some of those in the closing months, have been of such a far-reaching and significant nature that it can truthfully be said that we have reached the end of one era and now stand on the threshold of another – an era of highway development destined to be one of the most dramatic and progressing the history of our state.¹²

The availability of additional funds allowed the MHD to complete new construction projects on the state's trunk highway system and improve "extensive mileages" of county roads, leading to a new all-time high in road construction efforts in the state. For example, in 1956 alone the MHD contracted \$66 million in construction projects, an undertaking that *Minnesota Highways* described as a "record shattering" effort, and represented the "biggest twelve-month's contract" in the state's history. The combination of state funds from user fees, the availability of unprecedented amounts of federal funding, and the willingness of the state legislature to issue bonds for road and bridge improvements enabled the groundbreaking work.¹³

(a) TH 61 construction

Prior to the development of TH 61, traffic between Duluth and Two Harbors followed one of two routes: the (former) Highway 61 (now County State Aid Highway 61/Scenic Drive/N. Shore Drive/Congdon Boulevard/Old Highway 61), or the Old North Shore Road (E. Superior Street/Co. Highway 50/Co. Road 290). The two-lane paved Scenic Drive (former Highway 61) is the road that most closely follows the Lake Superior shoreline. The single-lane gravel Old North Shore Road most closely followed the DM&R railroad line. The former Highway 61 served as the lone paved commercial, business, private, and tourist route between Duluth and Thunder Bay. Figure 8 shows the location of both roads in relation to TH 61.

In December 1955 the MHD announced it would begin planning for a four-lane, divided highway from Duluth to Two Harbors with preliminary construction work speculated to begin in 1956.¹⁴ The main motivating factor for construction of a new road was to accommodate increasing tourism between Duluth and Two Harbors, which at the time followed (former) Highway 61. The former Highway 61 was a popular tourist route not only for the scenic vistas of Lake Superior but also because it provided access to significant recreational areas and historic sites, such as the 1910 Split Rock Lighthouse and state parks. In the planning process, the MHD retained the existing two-lane route as a "tourist" local road for those wishing to drive closer to the lake, while the new expressway alignment was located north of the existing road to alleviate traffic congestion on the existing route and to "facilitate movement of heavier commercial and private through traffic between Duluth and Two Harbors."¹⁵

¹² *Biennial Report of the Commissioner of Highways of Minnesota from July 1, 1954 to June 30, 1956*, 7.

¹³ "6-Month Program Covers 530 Miles," *Minnesota Highways* 6, no. 4 (February 1957), 1.

¹⁴ "4-Lane Highway to Link Duluth, Two Harbors," *Duluth News-Tribune*, 23 December 1955.

¹⁵ "For North Shore Highway – Extensive Improvements," *Minnesota Highways* (June 1960), 7.

Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS

In 1956 the MHD contracted the survey, design, preparation of plans and special provision, and estimates of cost of the new highway to Ellerbe and Company of St. Paul. The MHD's choice to use a contractor for the development of the route is possibly due to the staffing shortage the MHD faced in the mid-1950s.¹⁶ Ellerbe and Company, with the MHD, planned an entirely new alignment of the trunk highway away from the lakeshore. The new alignment was necessary "largely because of the lesser cost of right of way away from the present location, which runs through a well developed [sic] area."¹⁷ The proposed highway location extended through birch, pine, and poplar groves, farmland, and/or farmsteads. See Figure 9 to see how the highway intersected existing farmsteads in the area. The planned highway route bisected unimproved or gravel township roads, and portions of the Old North Shore Road.¹⁸ The proposed highway route also crossed four rivers (the Sucker, Tallmadge, French, and Knife Rivers), numerous creeks, and the DM&IR railroad line twice. Concrete pipe or box culverts crossed smaller creeks and provided for drainage along the sloping terrain.

Ellerbe and Company designed TH 61 to AASHO *Policy on Geometric Design of Rural Highways and Policy on Design Standards* (1954), as reprinted in 1959. According to an Ellerbe and Company report in 1958, other design criteria used for the road design included MHD "Approved Flexible Pavement Design Standards," the "Design Control and Criteria for Minnesota Expressways," projected daily traffic count data to 1975, MHD standards for paving and base thickness, and Portland Cement association concrete pavement design standards.¹⁹ Table 1 details the chronological design and construction history of the highway, as well as the AAHSO design standards engineers followed:

Table 1. TH 61 design and construction history

Location	Work undertaken	Date designed	Construction completed	AASHO standards used
McQuade Road to St. Louis County/Lake County line ²⁰	Grading	1959	1961	1959
McQuade Road to Holmstead Road ²¹	Paving	1961	1963	1959

¹⁶ "4-Lane Highway to Link Duluth, Two Harbors."

¹⁷ "For North Shore Highway – Extensive Improvements," 6-7.

¹⁸ Ellerbe and Company, "Construction Plan for Grading Trunk Highway No. 61-1, between 1104' S.W. of McQuade Rd. and E. ST. Louis County Line," 1958; Ellerbe and Company, "Construction Plan for Grading Trunk Highway No. 61-1 between W. Lake County Line and .26 Mi. S. of Corp. Limits of Two Harbors," 1962.

¹⁹ Ellerbe and Company, "Project: S.P. 6925-35 (T.H. 61-1) Preliminary: Design Analysis and Cost Estimate," prepared for the Minnesota Department of Highways (March 1958), 1, 16.17. Available in the Minnesota Highway Department correspondence files, Minnesota State Archives, Minnesota Historical Society, St. Paul, Minn.

²⁰ Ellerbe and Company, "Construction Plan for Grading Trunk Highway No. 61-1, between 1104' S.W. of McQuade Rd. and E. ST. Louis County Line," 1958.

²¹ Ellerbe and Company, "Construction Plan for Concrete Pavement Trunk Highway No. 61-1, between McQuade Road and Holmstead Road," 1961.

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Table 1. TH 61 design and construction history

Location	Work undertaken	Date designed	Construction completed	AASHO standards used
St. Louis County/Lake County line to Two Harbors ²²	Grading	1962	1962	1959
Holmstead Road to Two Harbors ²³	Paving	1963	1966	1959
McQuade to Two Harbors ²⁴	Erosion control	1966	1968	1964
Near the Lester River to McQuade Road ²⁵	Grading and paving	1967	1968	1964

The ultimate design for TH 61 was as four-lane, divided expressway, with a design speed of 70 miles per hour. It included a 24-foot roadway, with 8- to 10-foot bituminous shoulders, and a minimum 50-foot-wide grassy median. The highway had partial control of access, which according to AASHO standards, “gives preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at grade and some private driveway connections.”²⁶ When a public road bisected the highway, an at-grade crossover lane was provided in the median. Additionally, designers eliminated access to any existing fire trails and private drives except as outlined by the AASHO standards. In some isolated instances, designers maintained private drives but added a crossover lane for safety and access.²⁷

Public interest and support in the development of the highway was high and according to the *Duluth News-Tribune* the development of the road was “the largest project scheduled for the area.”²⁸ Though the MHD had funding available for contracts as early as 1957, actual construction activities were delayed until 1959 due to MHD staffing shortages in the planning and engineering departments.²⁹ Additional delays in

²² Ellerbe and Company, “Construction Plan for Grading Trunk Highway No. 61-1 between W. Lake County Line and .26 Mi. S. of Corp. Limits of Two Harbors,” 1962.

²³ Ellerbe and Company, “Construction Plan for Gravel base & Concrete Pavement Trunk Highway No. 61-1 between Holmstead Road and .26 Mi. S. of Corp. Limits of Two Harbors,” 1963.

²⁴ Minnesota Department of Highways, “Construction Plan for Erosion Control Trunk Highway No. 61-1, between 1104’ S.W. of McQuade Road (C.R. 40) and 0.26 mil S. of Corp. Limits of Two Harbors,” 1966, revised 1968.

²⁵ Minnesota Department of Highways, “Construction Plan for Grading, Sub-base, Base, Bituminous & Concrete Pavement Trunk Highway No. 61, between 0.34 Mi. N.E. of the Lester River and .002 Mi. S.W. of the McQuade Road (Co. Rd. 40),” 1967.

²⁶ American Association of Highway Officials, *Policy on Geometric Design of Rural Highways and Policy on Design Standards 1954*, 246.

²⁷ Ellerbe and Company, “Project: S.P. 6925-35 (T.H. 61-1) Preliminary: Design Analysis and Cost Estimate,” prepared for the Minnesota Department of Highways (March 1958), 16-17.

²⁸ “4-Lane Highway to Link Duluth, Two Harbors.”

²⁹ “4-Lane Highway to Link Duluth, Two Harbors.”

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design of the roadway pushed construction activities further back, much to the impatience of area residents and the MHD. A.O. Torgerson, Assistant Commissioner of Highways, wrote to an anxious resident that delays were to be expected, saying, "I am sure if you could know and understand the many difficulties and obstacles there are in developing a high type four-lane highway, which is what we hope to do in this case, you would not be quite so impatient. It seems that regardless of how much we try to rush the job the obstacles confronted cause continuous delays."³⁰ While Torgerson did not specify what obstacles the MHD faced in his letter, he did indicate that no outside or internal interference of the project were to blame.³¹

The MHD commenced road construction efforts from McQuade Road to the St. Louis/Lake County line in 1959. Road work included grading, paving, and a roadside development project. See Figure 10 for a historic image of grading of TH 61. The 7-mile portion of the road was completed by 1963 (see Figure 11). As part of the construction of the 7-mile road to the Lake County line, the MHD constructed a roadside development project. Roadside development projects were common to highway development efforts, and included construction of wayside rest stops, historical markers, picnic shelters, and other amenities for travelers. The road side development project at the French River included construction of a historical marker with a small parking area alongside Balsam (Ryan) Road. The marker commemorated the history of the former Clifton townsite on the French River. The Youth Conservation Commission (YCC), under the supervision of the MHD, erected the marker in 1960.³²

As the first 7 miles of the highway were being completed, the MHD started grading and bridge construction efforts north to Two Harbors. As part of the road work, two bridges over the Knife River and one railroad grade separation structure near Two Harbors were erected in 1960 and 1962, respectively. Figure 12 shows a historic image of the construction of the northbound bridge at the Knife River in 1960. Construction of TH 61 from the St. Louis/Lake County line to Two Harbors was completed by 1966.

Along this portion of the highway the MHD constructed another roadside development project, a rest area (now known as the Knife River rest area; LK-UOG-031), as an amenity to travelers (see Figure 13). The MHD included the rest area with a parking lot and restroom facility on the 1962 grading plans for the road, providing access from the county road via a frontage road (Church Road).³³ The MHD improved the rest

³⁰ A.O. Torgerson, Assistant Commissioner of Highways, letter to Clifford Brown, resident, dated 12 July 1957.

³¹ A.O. Torgerson, Assistant Commissioner of Highways, letter to Clifford Brown, resident, dated 12 July 1957.

³² The YCC program was a state work program that utilized youth on probation or parole to construct 10 roadside projects along Minnesota trunk highways in the early 1960s. For more information about the history of roadside development projects and the Clifton-French River Marker, see Gemini Research "Historic Roadside Development Structures on Minnesota Trunk Highways," prepared for the Minnesota Department of Transportation (1998), 3.20.

³³ Ellerbe and Company, "Grading, Trunk Highway No. 61-1, between W. Lake County Line and 0.25 mi. S. of Corp. Limits Two Harbors," 1962.

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area in 1972 by adding picnic shelters with tables, information board, historical marker, and new vault toilet.³⁴ In 1995 the parking lot was repaved and the restroom facilities were replaced.³⁵

By 1967 the MHD prepared plans for the final portion of the highway, a 5-mile route from the Lester River (near Duluth) to McQuade Road. These plans were designed under the 1964 AASHO standards, and had many of the same design features as the previous portions of the road, including a 24-foot roadway with an 8- to 10-foot paved shoulder. One difference between the earlier design was the addition of right and left turn lanes into the crossover medians.³⁶ The MHD completed road construction efforts on this 5-mile segment by 1968, thus finishing the entire TH 61 corridor. The MHD's initial cost estimates in 1955 to construct TH 61 from Duluth to Two Harbors topped \$1.3 million.³⁷ However, by 1964, the cost of the highway had already reached \$5.8 million.³⁸ Research did not reveal the final construction cost of the highway.

TH 61 facilitated transportation and served as a quicker alternative to the two-lane scenic drive for commuters from Two Harbors and for business travelers trying to reach the newly opened mining facility at Silver Lake.³⁹ Construction of the highway met the MHD's goal of removing business, commercial, and private traffic off the scenic road and improving tourism access to Thunder Bay. According to the 1969 study, traffic count data 70 percent of average summer weekday traffic and 80 percent of the average annual daily traffic diverted to the new highway after it was completed.⁴⁰ Tourism along the route also increased from 845,000 visitors in 1960 to 1,164,000 visitors in 1970.⁴¹

Significance

Based on the historic context in the *Evaluation Report and Historic Context: Minnesota Bridge Survey 1955-1970* (draft), prepared for MnDOT in September 2012, trunk highways upgraded to expressway standards in the postwar era have the potential to be significant under *Criterion A: Transportation* and *Criterion C: Engineering*. Though the MHD started to improve Minnesota's trunk highways as early as the late 1930s, it began a substantial effort in the postwar period to upgrade trunk highways to make

³⁴ Minnesota Department of Highways, "Construction Plan for Knife River Rest Area, Trunk Highway No. 61-1, 8 Miles Southwest of Two Harbors," 1972.

³⁵ Minnesota Department of Transportation, "Construction Plan for Knife River Rest Area Rehabilitation (Scenic Byway), located on T.H. 61, 12.9 km West of Two Harbors," 1995.

³⁶ Minnesota Department of Highways, "Construction Plan for Grading, Sub-base, Base, Bituminous & Concrete Pavement, Between 0.34 Mi. N.E. of the Lester River and 0.02 Mi. S.W. of the McQuade Road (Co. Rd. 40), 1967.

³⁷ "4-Lane Highway to Link Duluth, Two Harbors."

³⁸ Robert O'Keefe, "'64 to See Increase in Highway Building," *Duluth News-Tribune*, 12 January 1964.

³⁹ Edwards and Kelcey, Inc., "Compatibility of Leisure and High-Mobility Traffic in a Scenic Corridor, Northshore U.S. 61, Minnesota," Volume 2 of the *Minnesota Highway Planning Studies*, prepared for the Joint Planning Staff, Michigan Department of State Highways, Minnesota Department of Highways, Wisconsin Department of Transportation, and the Upper Great Lakes Regional Commission (1972), 1, 42.

⁴⁰ Edwards and Kelcey, 77.

⁴¹ Edwards and Kelcey, 55.

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important connections to the developing Interstate system, relieve traffic issues such as congestion, and provide easier access to popular tourist areas. Two important initiatives defined the postwar expressway: use of 1954 (and later) AASHO standards for control of access roads and substantial federal and state funding increases for transportation programs. TH 61 between Duluth and Two Harbors is being evaluated for eligibility under the criteria *Criterion A: Transportation* and *Criterion C: Engineering* for its association with the MHD's expressway development efforts in the postwar period.

(a) Criterion A: Transportation

As outlined in the evaluation criteria *Minnesota Bridges, 1955-1970 (including Trunk Highway Evaluations)* completed by Mead & Hunt, Inc., to be significant under *Criterion A: Transportation* the candidate road must either:

- Have significant and direct association with state funding program under the 1956 amendment to the state constitution that provided significant funding for improvements; or
- Have a significant and direct association with an effort to provide improved transportation corridors for the benefit of tourism or to alleviate traffic issues.

As conveyed in the methodology, it was understood that State Constitutional Amendment No. 2 increased funding for all road programs, including primary and secondary trunk highway routes. Upon further research, it was found that the amendment simply redistributed funds rather than increasing funding to the state's road-building program. In fact, the redistribution effectively reduced funding to the state's primary and secondary trunk highways to provide more financial assistance to municipal and county state aid roads. As such, the 1956 State Constitutional Amendment did not have an important influence on funding upgrades to the state's trunk highway program.

The highway is significant for its association with the MHD's efforts to improve transportation corridors to alleviate traffic issues and benefit regional tourism. The MHD's primary intention in developing the road was to "facilitate movement of heavier commercial and private through traffic between Duluth and Two Harbors" as indicated in a 1960 *Minnesota Highways* article on the road construction progress.⁴² The partial control of access expressway allowed commuters and business travelers a quicker and safer route between Duluth and Two Harbors than either the former Highway 61 or Old North Shore Road could provide.⁴³ TH 61 did, in fact, reduce travel time for motorists as they could drive at higher speeds along the uninterrupted expressway. Additionally, motorists did not have to contend with the uncontrolled access and high volumes of residential traffic that were present along the scenic drive. The MHD's goal to alleviate traffic was met with success, as evidenced by a 1969 traffic study that 70 percent of average summer weekday traffic and 80 percent of the average annual daily traffic diverted to the new expressway after it was completed.⁴⁴

⁴² "For North Shore Highway – Extensive Improvements," *Minnesota Highways* (June 1960), 7.

⁴³ Edwards and Kelcey, 1, 42.

⁴⁴ Edwards and Kelcey, 77.

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Additionally, the new highway was constructed to benefit tourism in the region. TH 61 served as a quick route for tourists traveling to destinations further north of Two Harbors. MHD identified in a 1960 *Minnesota Highways* article that the highway would lead travelers to “several unusual scenic and historic sites” north of Two Harbors.⁴⁵ According to the same 1969 study, tourism along the trunk highway route also increased from 845,000 visitors in 1960 to 1,164,000 visitors in 1970.⁴⁶ TH 61 served as an important link to facilitate movement of increasing numbers of visitors.

TH 61 between Duluth and Two Harbors is an excellent example of the MHD’s attempts to benefit tourism and alleviate traffic congestion through the construction of an expressway in the mid-twentieth century. As such, TH 61 between Duluth and Two Harbors is recommended eligible under *Criterion A: Transportation*.

(b) Criterion C: Engineering

To be significant under *Criterion C: Engineering* the highway must meet the following, as developed in the in the evaluation criteria for *Minnesota Bridges, 1955-1970 (including Trunk Highway Evaluations)*.

- Example of distinctive characteristics of type, period, or method of road construction or engineering representing expressway standards from the period.

- Early or prominent example of the MHD’s effort to upgrade to expressway standards using Interstate design features.

TH 61 displays the physical features or traits (character-defining features) common for a mid-twentieth-century expressway. Additionally, the highway retains enough of those characteristics to be a representative example of a particular type, period, or method of construction of mid-twentieth-century expressways. TH 61, between Duluth and Two Harbors, includes a majority of the character-defining features as originally constructed, including include partial control of access, four-lane division, paved shoulders, and original vertical and horizontal alignment. The corridor also has identified associated features such as a large center median, distinctive right-of-way line, culverts and other drainage structures, crossover lanes, and signalized railroad crossing (see Figures 14-19). These features contribute to the overall feeling, design, and setting of the corridor.

Additional distinctive elements along the highway include the rest area at Knife River and a historic marker near the French River. These resources add to the overall setting, feeling, and sense of place of the highway. As such, TH 61 between Duluth and Two Harbors is considered a distinctive representation of a postwar expressway in Minnesota.

⁴⁵ “For North Shore Highway – Extensive Improvements,” *Minnesota Highways* (June 1960), 7.

⁴⁶ Edwards and Kelcey, 55.

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TH 61 is also representative of the partial control of access expressway standards from the period. It was designed to the nationally accepted and utilized AASHO design standards for rural highways in 1954 (and as reprinted, including 1959 and 1964 editions). According to the AASHO rural design standards, the roadway cross section dimensions for divided highways included a desired 24-foot roadway, 40-to 80-foot median, and 10-to 12-foot shoulder (although an 8- to 10-foot shoulder was also allowed). As an expressway, the road was partial control of access that allowed for at-grade railroad and road crossings.⁴⁷ The dimensions of the roadway, medians, and shoulders, as well as the use of crossover lanes to maintain partial control of access along the road, are all representative of the mid-1950s expressway standards to which the MHD subscribed. As a result, TH 61 between Duluth and Two Harbors is also a good example of engineering representing expressway standards from the period.

TH 61 does not represent an early or prominent example of the MHD's effort to upgrade the highway to expressway standards. By 1959 the MHD had already designed and constructed portions of other expressways in the state. For example, portions of TH 169 in St. Louis, Sherburne, Anoka, Hennepin, and Scott Counties were upgraded to expressway standards beginning in 1955-1956. Likewise, upgrade of portions of TH 10 in Becker and Morrison Counties commenced in 1955 and 1957, respectively. As such, TH 61 is not significant as an early or prominent example of the MHD's effort to upgrade to expressway standards using Interstate design features.

Area of Significance

Criterion A: Transportation and *Criterion C: Engineering* for its association with MHD's efforts to upgrade the state's trunk highway system in the postwar period.

Period of Significance

The highway's period of significance is defined as 1959 to 1968, coinciding with initial construction efforts and completion of road.

Integrity

To be eligible for the National Register a property must maintain historic integrity. Historic integrity is measured under seven criteria, including location, design, setting, materials, workmanship, feeling, and association. As outlined in the evaluation criteria for *Minnesota Bridges, 1955-1970 (including Trunk Highway Evaluations)*, a highway corridor will retain integrity if the majority of the character-defining features originally incorporated into the design for the expressway are intact.

Under *Criterion A*, the aspects of setting, feeling, association, and location are important in order for TH 61 to retain integrity. In order to retain these aspects of integrity, the trunk highway should be of a meaningful length to convey significance and display character-defining features; provide a point-to-point connection between communities or areas of industry; maintain the same general character as how it appeared during the period of significance; have associated properties, such as bridges and culverts; and have minimal new roads bisecting the roadway. It is anticipated that some upgrades, such as

⁴⁷ American Association of Highway Officials, *A Policy on Geometric Design of Rural Highways and Policy on Design Standards 1954*, 23-24.

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maintenance efforts, minor widening, addition of turn lanes, and culvert upgrades have occurred since the highway is in active use. These minor upgrades do not diminish integrity.

Generally, TH 61 has had minimal alterations from its original location, design, and appearance. Features such as the roadway, shoulders, and medians retain original dimensions and configuration. No new crossover lanes or grade separation structures have been added to the road, maintaining the design, setting, and feeling of the roadway corridor. The highway retains its original alignment and configuration, including the elevation of the southbound lane due to topographic constraints. Overall, the roadway maintains a consistent appearance and design throughout the 20-mile corridor between Duluth and Two Harbors. The addition of turn lanes at five intersections in 1983 and 2010-2011; widening of the Knife River bridges in 1988; expansion of the southbound shoulder at Lakewood Road for a weigh station in the early 1970s (see Figure 20); and updates to the Knife River Rest area are considered minor improvements. As outlined above, these upgrades do not diminish integrity of feeling, setting, association, and location. As such, TH 61 retains the significant aspects of integrity related to *Criterion A*.

Under *Criterion C*, the aspects of design, materials, workmanship, and location are important in order for TH 61 to retain integrity. In order to retain these aspects, the roadway must have been divided within the postwar period; retain design specifications, including character-defining features; and have bridges, culverts, and other properties historically associated with the expressway present. The highway continues to retain all of its original design, including horizontal and vertical alignment, location, and configuration. Character-defining features have been maintained with minimal alteration. The MHD has not installed any new intersecting roads, bridges, or interchanges along the 20-mile expressway route. The addition of turn lanes, widening of the Knife River Bridges, addition of pavement for the weigh station, and upgrade of the Knife River rest area facilities are considered minor alterations and do not diminish the corridor's integrity of workmanship, design, materials, and location.

National Register Eligibility Recommendation

TH 61 is recommended eligible under *Criterion A: Transportation* and *Criterion C: Engineering* for its association with MHD's efforts to upgrade the state's trunk highway system in the postwar period. The highway is significant for its association with the MHD's efforts to alleviate traffic issues and promote tourism in the area and as an example of distinctive characteristics of type, period, or method of road construction or engineering representing expressway standards from the period. According to the National Register Bulletin "How to Apply the National Register Criteria for Evaluation," due to the fact the design and construction of TH 61 began over 50 years ago, the portion of TH 61 recommended eligible does not have to meet *Criteria Consideration G*.

In addition to the character-defining features of the highway, five major elements found along the route are considered contributing to TH 61 due to their association with the road and its development. The contributing features are:

- Knife River Bridges 9339 and 9341
- DM&IR railroad overpass (Bridge 38001)
- Clifton-French River Historical Marker

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- Knife River Rest Area

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Location of Property Centroid

County	Quad	Township	Range	Section
St. Louis	Lakewood	T 50 N	R 13 W	4
St. Louis	Lakewood	T 51 N	R 13 W	33
St. Louis	Lakewood	T 51 N	R 13 W	34
St. Louis	Lakewood	T 51 N	R 13 W	27
St. Louis	Lakewood	T 51 N	R 13 W	26
St. Louis	French River	T 51 N	R 13 W	25
St. Louis	French River	T 51 N	R 13 W	24
St. Louis	French River	T 51 N	R 12 W	19
St. Louis	French River	T 51 N	R 12 W	18
St. Louis	French River	T 51 N	R 12 W	17
St. Louis	French River	T 51 N	R 12 W	8
St. Louis	Knife River	T 51 N	R 12 W	9
St. Louis	Knife River	T 51 N	R 12 W	4
St. Louis	Knife River	T 51 N	R 12 W	3
St. Louis	Knife River	T 51 N	R 12 W	2
St. Louis	Knife River	T 51 N	R 12 W	1
St. Louis	Knife River	T 52 N	R 12 W	36
Lake	Knife River	T 52 N	R 11 W	31
Lake	Knife River	T 52 N	R 11 W	30
Lake	Knife River	T 52 N	R 11 W	29
Lake	Knife River	T 52 N	R 11 W	20
Lake	Two Harbors	T 52 N	R 11 W	21
Lake	Two Harbors	T 52 N	R 11 W	16
Lake	Two Harbors	T 52 N	R 11 W	15
Lake	Two Harbors	T 52 N	R 11 W	10
Lake	Two Harbors	T 52 N	R 11 W	11
Lake	Two Harbors	T 52 N	R 11 W	3
Lake	Two Harbors	T 52 N	R 11 W	2

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UTM Zone: 15

Northing	Easting
51 87 660	5 76 298
51 87 954	5 76 523
51 88 581	5 76 744
51 89 799	5 77 930
51 89 857	5 77 995
51 91 254	5 79 887
51 92 645	5 81 481
51 92 803	5 81 663
51 93 737	5 83 011
51 95 148	5 84 413
51 95 834	5 85 257
51 96 423	5 85 989
51 96 990	5 86 712
51 97 465	5 87 353
51 97 894	5 89 008
51 98 733	5 90 486
52 00 001	5 92 021
52 02 381	5 94 235
52 03 303	5 95 055
52 03 567	5 95 393
52 07 249	5 98 369
52 07 228	5 98 284

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Location maps



TH 61
SHPO Number XX-ROD-005
0 0.25 0.5 0.75 1
Miles

Legend
— Surveyed Corridor
● Inventoried Property
□ County Boundary



Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS



TH 61
SHPO Number XX-ROD-005
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— Surveyed Corridor
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□ County Boundary



Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS



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Legend
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Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS



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Minnesota Architecture-History Inventory Form
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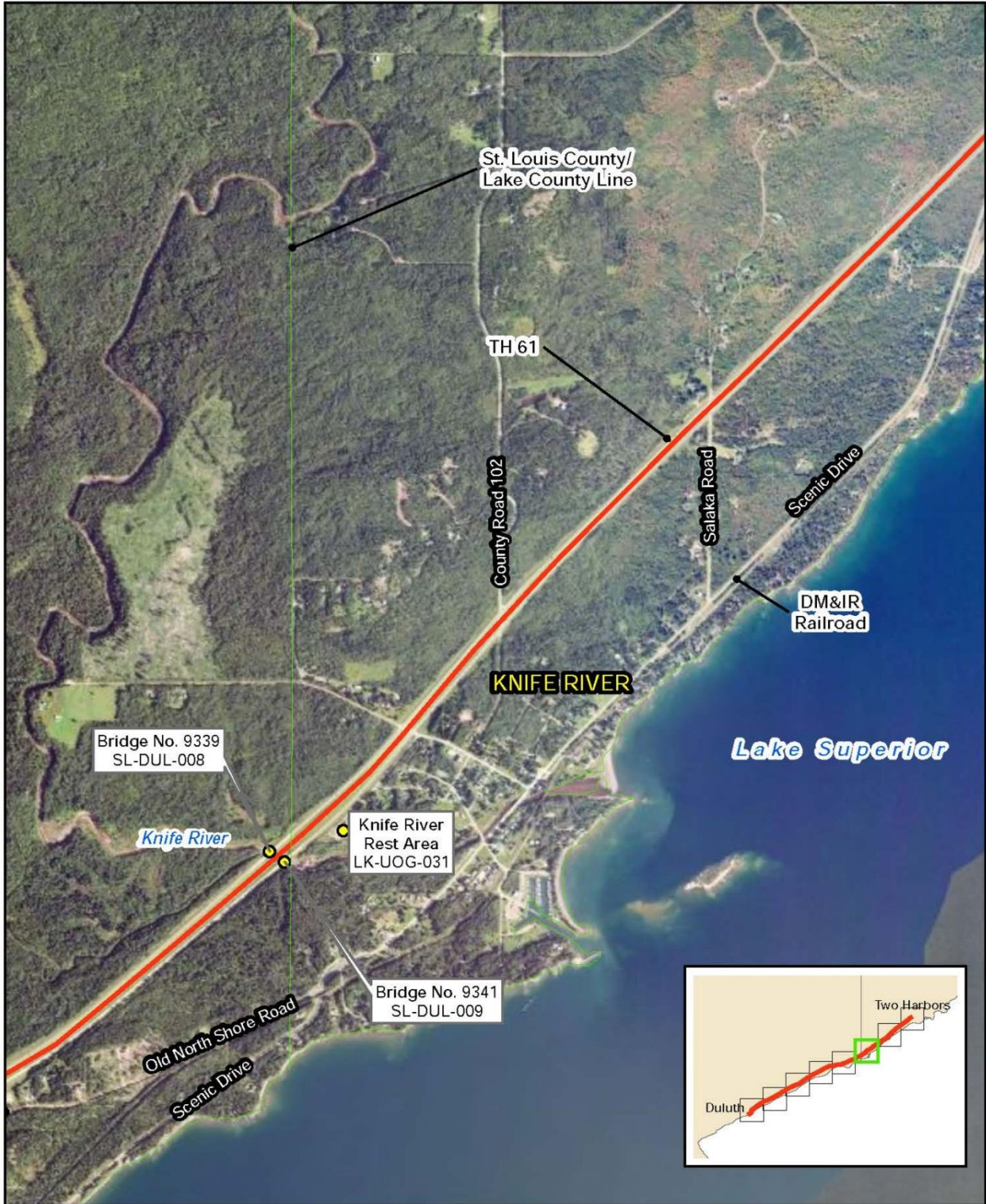


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Minnesota Architecture-History Inventory Form
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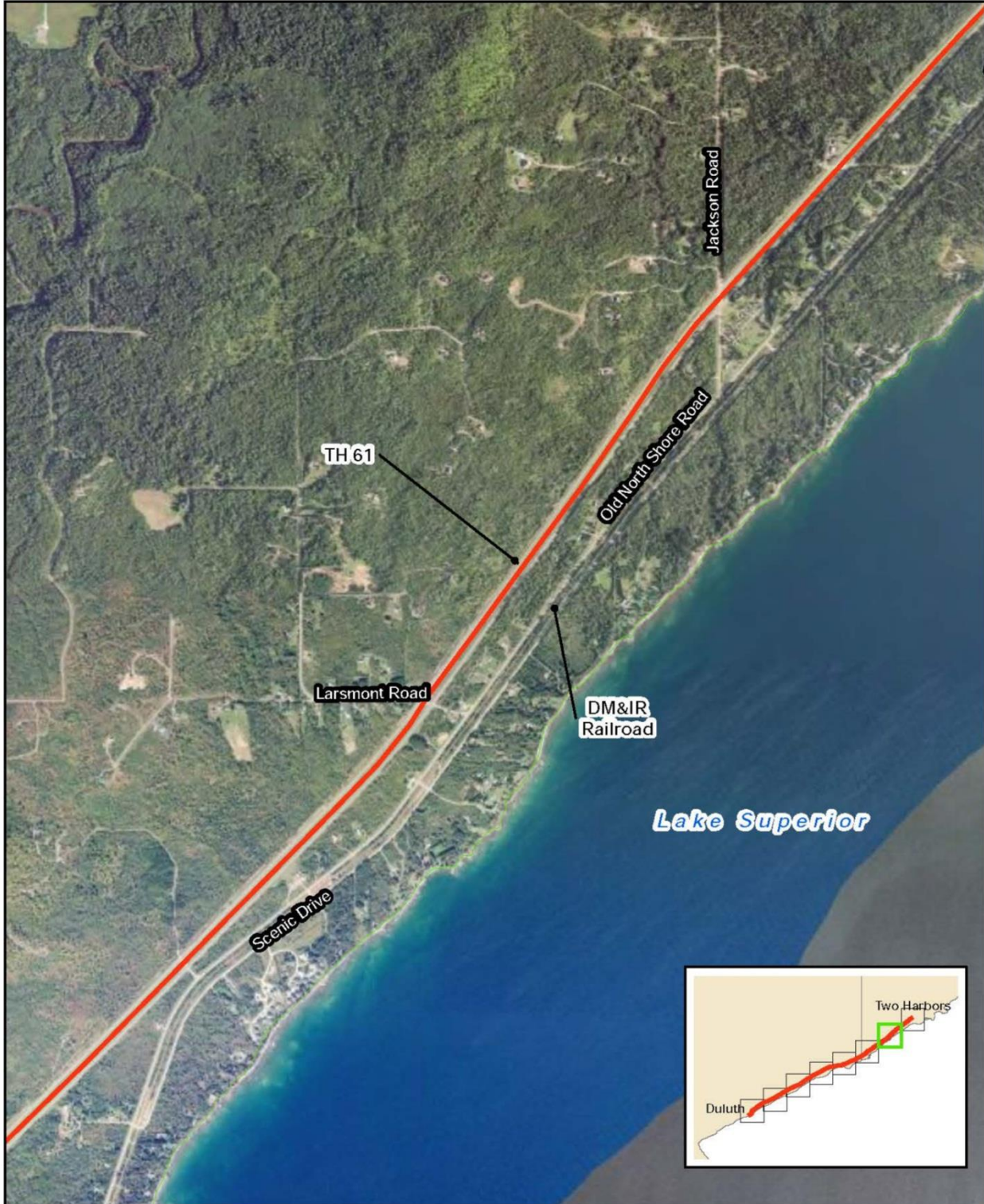


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Minnesota Architecture-History Inventory Form
TH 61 – DULUTH to TWO HARBORS

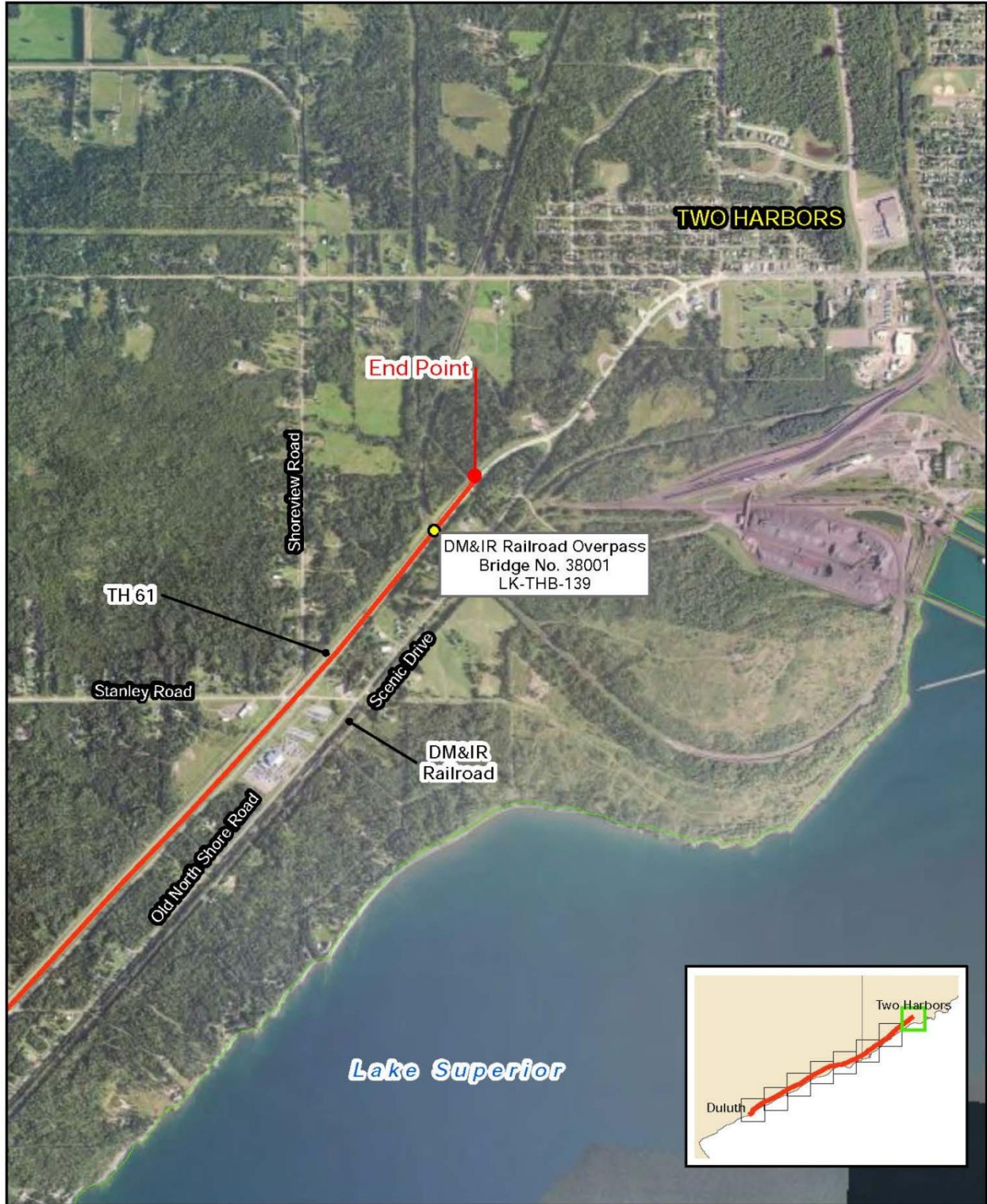


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Minnesota Architecture-History Inventory Form
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TH 61
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□ County Boundary

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Figures

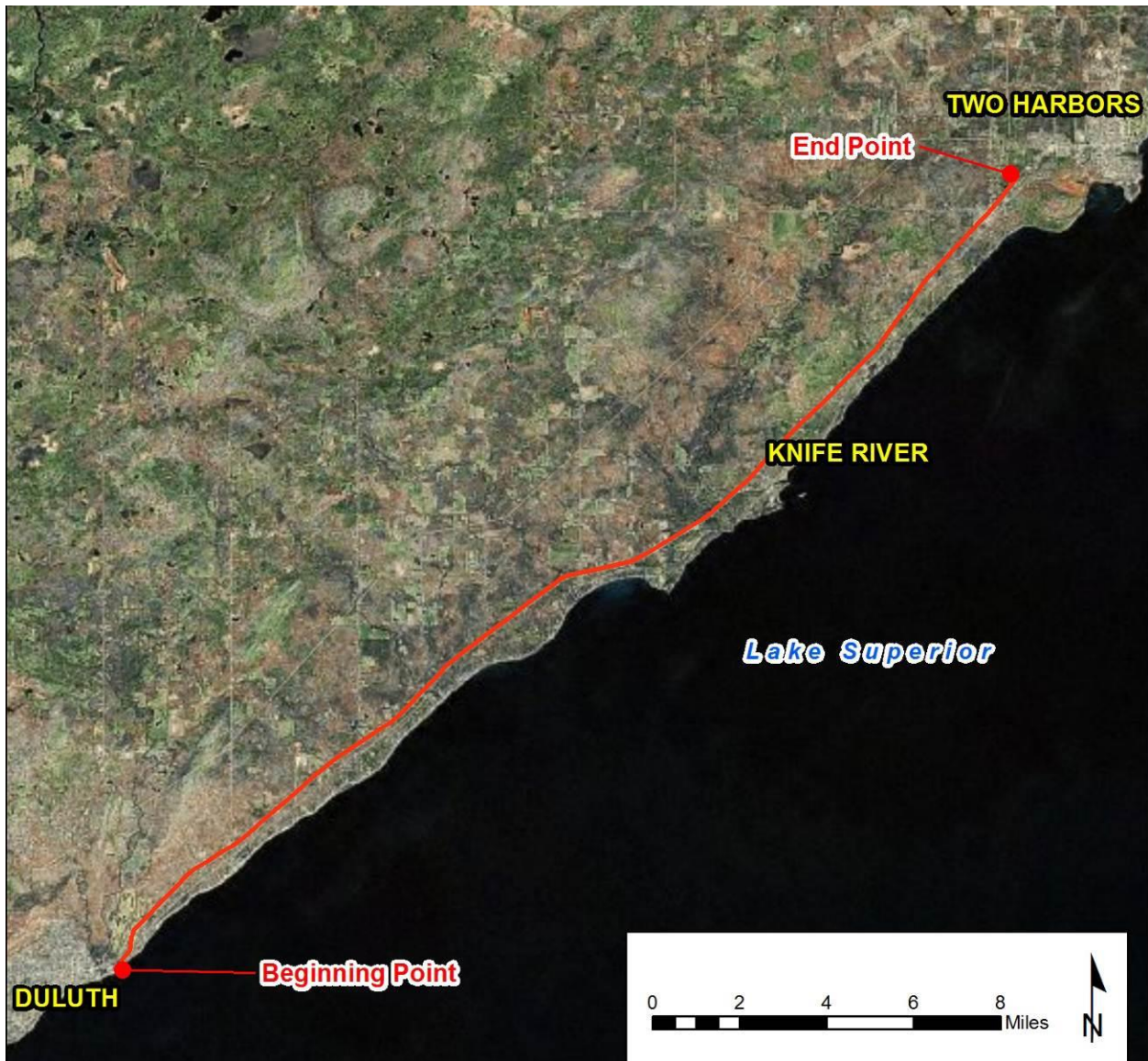


Figure 1. Overview of the portion of TH 61 under evaluation. Prepared by Mead & Hunt, Inc.

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Figure 2. Termination of TH 61 at Two Harbors, view facing east. Note how the roadway narrows to two lanes.



Figure 3. Beginning of TH 61 near Duluth, view facing east. Note the at-grade railroad crossing in the background of the photograph. The road to the right is the North Shore Scenic Drive.

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Figure 4. Knife River Bridges (Br. No. 9341, ST-DUL-009, and 9339, ST-DUL-008), view facing east. The bridges were widened in 1998 to allow for a continuous 8-foot shoulder on TH 61.



Figure 5. DM&IR railroad overpass bridge (Br. No. 38001; LK-THB-139) at the end of TH 61, near Two Harbors, view facing east.

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Figure 6. Detail of the elevation change between the northbound and southbound traffic between mile marker 18 and 19, view facing northwest.



Figure 7. TH 61 at North 78th Street showing the setting, view facing east-northeast. The cleared area to the right is the trunk highway right-of-way line.

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Figure 8. Location of the Old North Shore Road, TH 61, and Scenic Drive. Note how TH 61 bisects the Old North Shore Road near the center of the image. Prepared by Mead & Hunt.



Figure 9. TH 61, near mile marker 15, view facing east. Note the barn to the rear left of the photograph. The trunk highway alignment bisected a number of existing farms and woodland areas.

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Figure 10. "Four-lane grading near the French River on the new North Shore right of way between Duluth and Knife River." Minnesota Highway Department, *Minnesota Highways*, June 1960, available at <http://reflections.mndigital.org/cdm/compoundobject/collection/mdt/id/2324> (accessed 24 January 2013).



Figure 11. Clifton-French River Historical Marker (SL-DUL-002) in relation to TH 61, view facing northeast.

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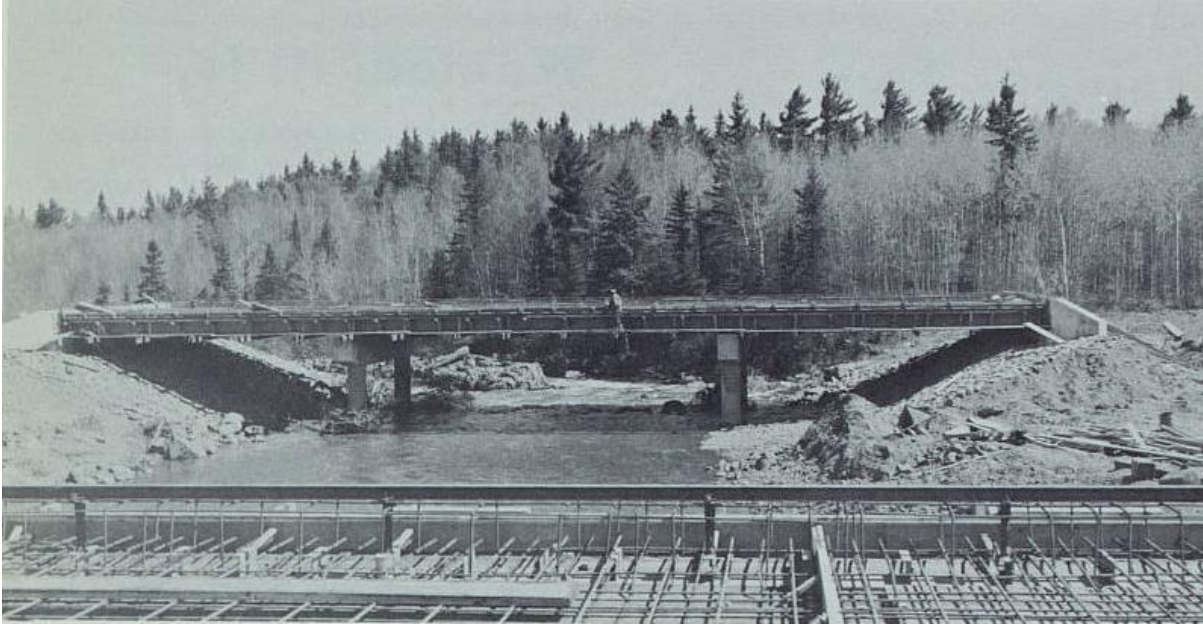


Figure 12. Bridges under construction on the new Duluth-Knife River right of way. Northeast bound bridge in the background." Minnesota Highway Department, *Minnesota Highways*, June 1960, available at <http://reflections.mndigital.org/cdm/compoundobject/collection/mdt/id/2324> (accessed 24 January 2013).



Figure 13. Knife River rest area (LK-UOG-031), located east of the Knife River, view facing southeast. Overview of the rest area parking area and restroom (constructed 1995).

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Figure 14. Typical median along TH 61, view facing east.



Figure 15. Typical turn lane along TH 61, view facing west. Turn lane located at North 78th Avenue.

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Figure 16. Detail of the outside 8 foot bituminous shoulder along TH 61, view facing east. Note how turn lanes utilize the shoulder, as seen in the background.



Figure 17. Typical cross over lane along TH 61, view facing north. This cross over lane is located at North 78th Street.

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Figure 18. Typical concrete pipe culvert in the center TH 61 median, view facing north.



Figure 19. Typical concrete box culvert and guardrail (background) along TH 61, view facing northwest.
This box culvert is located at the Sucker River. Rip-rap replaced after regional flooding in 2012.

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Figure 20. Weigh station pull-off located near Lakewood Drive and mile marker 8, view facing west. The weigh station pull-off was added c.1970.

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Plans

Note: All design plans can be found at Road and Bridge Plans and Construction Contracts, Minnesota Department of Transportation electronic documents,

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