PHASE I AND II ARCHITECTURE-HISTORY SURVEY FOR THE HAMLINE AVENUE BRIDGE PROJECT, SAINT PAUL, RAMSEY COUNTY, MINNESOTA

S.P. 164-145-040
SHPO No. pending
Summit Project No. 1727-0036

Authorized and Sponsored by:
Minnesota Department of Transportation
and the Federal Highway Administration

Submitted by:
Summit Envirosolutions, Inc.
1217 Bandana Boulevard North
St. Paul, Minnesota 55108

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Principal Investigator: Andrew Schmidt, M.A.
With Contributions by: Renée L. Hutter, M.F.A.

February 2012

MANAGEMENT SUMMARY

The City of Saint Paul (City) with assistance from Minnesota Department of Transportation (Mn/DOT), is proposing to replace Bridge No. 62502, which carries Hamline Avenue of Ayd Mil Road. Because this project, known as the Hamline Avenue Bridge Project, will receive funding from the Federal Highway Administration (FHWA), it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The Mn/DOT Cultural Resources Unit (CRU) contracted with Summit Envirosolutions, Inc. (Summit) to complete a Phase I and II architecture-history survey. The purpose of the survey was to identify any architecture-history properties within the Hamline Avenue Bridge project area of potential effect (APE) that are potentially eligible for inclusion in the National Register of Historic Places (NRHP). The cultural resources study was conducted in accordance with the Minnesota Historic Sites Act.

The Hamline Avenue Bridge project is located in Sections 3, Township 29N, Range 23W, Saint Paul, Ramsey County, Minnesota. The APE accounts for possible changes in visual qualities, noise levels, and traffic patterns on surrounding properties resulting from the project. The APE comprises 53.9 acres (21.8 hectares).

The architecture-history investigation included both a literature search and field survey component. The architectural history field survey consisted of a pedestrian survey of all buildings and structures within the architectural history APE to identify and record buildings and structures 45 years in age or older. Andrew Schmidt served as Principal Investigator for architectural history.

A total of 36 properties 45 years in age or older were inventoried during the Phase I architectural history survey, including 33 houses, one mixed residential-commercial building, one apartment building, and one park. None of the Phase I properties are recommended as eligible for listing in the NRHP. In addition, the Ayd Mill Road corridor and the Short Line Railroad corridor were evaluated at the Phase II level. Neither corridor is recommended as eligible for listing in the NRHP.

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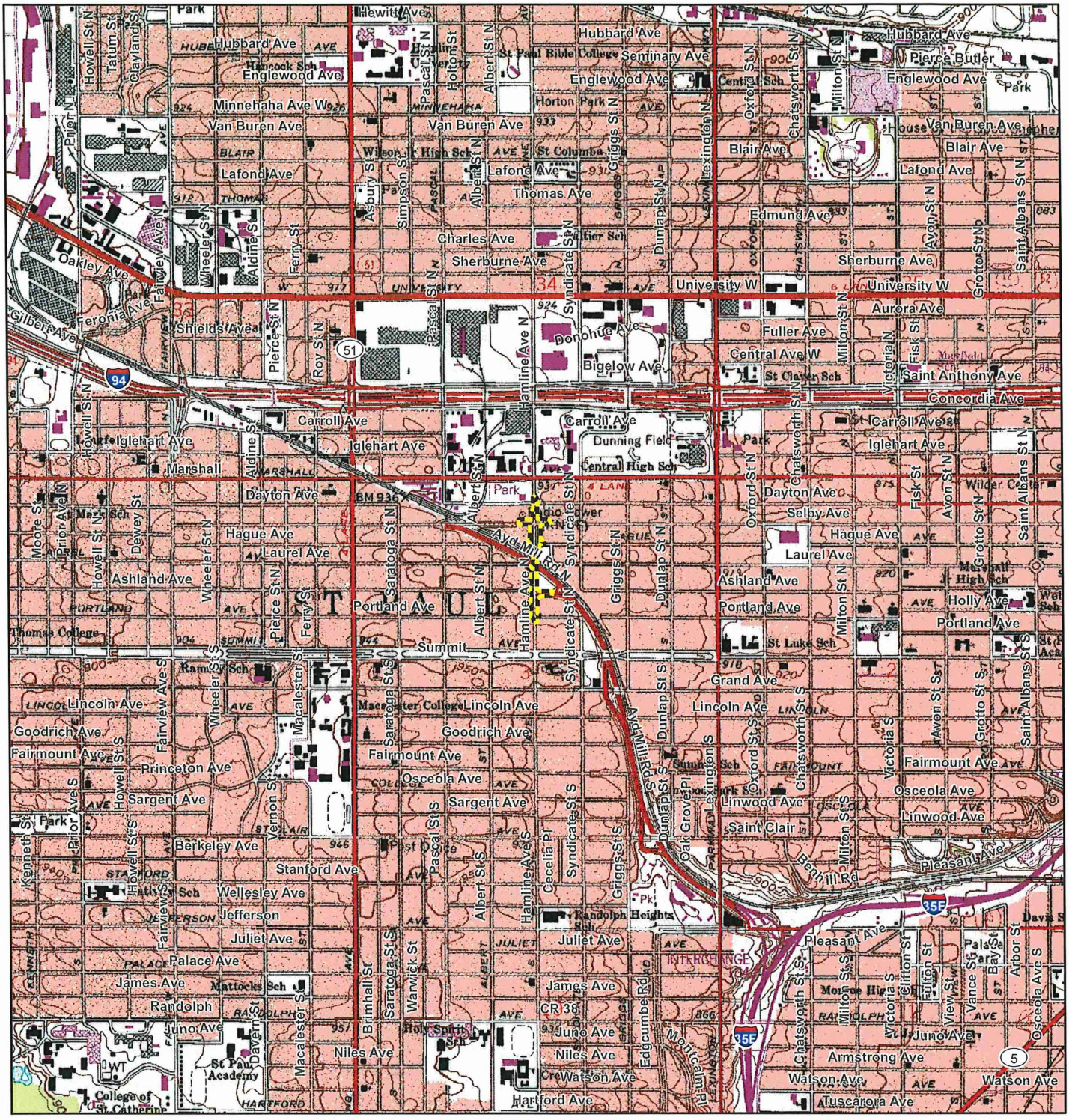
1.0 INTRODUCTION

The City of Saint Paul (City) with assistance from Minnesota Department of Transportation (Mn/DOT), is proposing to replace Bridge No. 62502, which carries Hamline Avenue of Ayd Mill Road (Figure 1). Because this project, known as the Hamline Avenue Bridge Project, will receive funding from the Federal Highway Administration (FHWA), it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The Mn/DOT Cultural Resources Unit (CRU) contracted with Summit Envirosolutions, Inc. (Summit) to complete a Phase I and II architecture-history survey. The purpose of the survey was to identify any architecture-history properties within the Hamline Avenue Bridge project area of potential effect (APE) that are potentially eligible for inclusion in the National Register of Historic Places (NRHP). The study was conducted in accordance with the Minnesota Historic Sites Act.

The Hamline Avenue Bridge Project is located in the N ½ of Section 3, Township 29N, Range 23W, Saint Paul, Ramsey County, Minnesota. The APE for architecture-history accounts for possible changes in visual qualities, noise levels, and traffic patterns on surrounding properties resulting from the project. The APE comprises 53.9 acres (21.8 hectares). The UTM coordinates (NAD 83) for the APE are Zone 15, northwest corner: 487244E 4977019N; northeast corner: 487653E 4977155N; southwest corner: 488544E 4975235N; and southeast corner: 488721E 4975209N.



Map adapted from USGS 7.5 minute topographic map(s): St. Paul West, MN; T 28N, R 23W, Section 3

Legend

Project Location

Site Location

0 2,000 Feet

1 inch = 2,000 feet

N W E S

PROJECT LOCATION

Hamline Avenue Bridge Project
St. Paul, Ramsey County, Minnesota

Summit Envirosolutions

Figure 1

File: Fig1_Project_Location
Summit Proj. No.: 1727-0036
Plot Date: 11-29-2011
Arc Operator: THV/RLH
Reviewed by: AJS

2.0 METHODS

2.1 OBJECTIVES

The principal objectives of the Phase I and II architecture-history survey were to identify all previously recorded historic properties within the APE that are listed in or are eligible for listing in the NRHP, and to identify other potentially NRHP-eligible resources within the APE.

Summit's investigation was guided by the Secretary of the Interior's Standards and Guidelines for Historic Preservation (48 FR 44716). Fieldwork and preparation of the final report with recommendations were completed or directly supervised by an architectural historian meeting the standards set forth in 36 CFR 61.

2.2 AREA OF POTENTIAL EFFECTS

An APE was delineated to assess direct and indirect effects to historic properties within the project area. The APE encompasses the area within the project construction limits, as well as the area around the construction limits to account for indirect effects, including changes in visual qualities, noise levels, and traffic patterns for surrounding properties. Generally, the APE encompasses the first tier of properties adjacent to the proposed roadwork. However, due to the height of the bridge and its visibility along Hague, Laurel, and Ashland avenues, the APE was extended back several properties along those streets (see Figure 2).

2.3 LITERATURE SEARCH

Summit staff completed background research at the Minnesota State Historic Preservation Office (SHPO), the Minnesota Historical Society (MHS) library, and the University of Minnesota. The purpose of research was to obtain historical information about the APE and to develop historic contexts for the project area. Research was completed at the SHPO on September 28, 2011, to identify known historic resources and historic resource surveys in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historical maps were consulted.

2.4 PHASE I SURVEY

The Phase I architecture-history field investigation consisted of pedestrian survey of all buildings and structures within the APE. Buildings and structures 45 years in age or older were identified based on background research and professional judgment and were inventoried with field notes, digital photographs, and a GIS-mapped location. Buildings and structures less than 45 years old were not recorded. Upon completing the field survey, a Minnesota Architecture-History Form was prepared for each property within the APE that contained buildings or structures 45 years in age or older. Properties that had been inventoried previously were reassessed to account for changes in historic integrity and were recorded on updated inventory forms.

2.5 PHASE II EVALUATIONS

Summit evaluated the Ayd Mill Road roadway and the bridges crossing it at the Phase II level because these resources potentially comprised a roadway corridor historic district. In addition, Summit evaluated the former Short Line railroad for NRHP eligibility as a railroad corridor historic district.

Summit utilized the statewide Multiple Property Documentation Form *Railroads in Minnesota, 1862-1956* (Minnesota Railroads MPDF) (Schmidt et al. 2007) to evaluate the railroad corridor. The Principal Investigator applied the registration requirements identified in the Minnesota Railroads MPDF to evaluate the NRHP eligibility of the Short Line railroad corridor. A limited amount of additional research was completed as part of this evaluation, primarily secondary sources regarding the Chicago Milwaukee and St. Paul Railway Company.

In addition, Summit evaluated the Ayd Mill Road roadway and bridges for NRHP eligibility. Summit evaluated the roadway as a linear transportation corridor, similar to the approach taken for railroad evaluations. In addition, Summit consulted *Minnesota Bridges, 1956-1970* (Mead & Hunt 2008) for evaluation and integrity criteria regarding bridges. Because the bridges previously were found not eligible individually, Summit only evaluated the bridges as potentially contributing to the roadway corridor. Summit conducted additional historical research at the Minnesota Historical Society Library, Ramsey County Historical Society, Saint Paul Public Library, Saint Paul Public Works, and the University of Minnesota Libraries.

In conjunction with the Phase I survey, Summit conducted an intensive-level survey of the railroad and the roadway and bridges to assess their current conditions and historic integrity. Field documentation consisted of detailed written descriptions and digital photographs.

3.0 LITERATURE SEARCH RESULTS

3.1 PREVIOUS INVESTIGATIONS

Between 1981 and 1983, the Ramsey County Historical Society and the St. Paul Heritage Preservation Commission sponsored a historic sites survey of St. Paul and Ramsey County. The survey inventoried properties within each neighborhood of St. Paul and developed brief neighborhood histories. Within the APE, the following properties were inventoried but recommended as not eligible.

- Gas station, 1344 West Marshall Avenue
- Tracy Oil Company building, 1345 West Marshal Avenue

In 1997, The 106 Group performed a Phase I Architectural Survey for the Draft Environmental Impact Statement, Ayd Mill Road Reconstruction. The 1997 APE intersects the current APE for approximately five blocks, between Portland Avenue and Dayton Avenue. During this investigation, a total of 412 properties were surveyed, and 10 were considered to be potentially eligible for listing in the NRHP. None of the 10 is located within the current APE.

3.2 HISTORIC CONTEXTS—DEVELOPMENT OF ST. PAUL

Early Settlement

Despite the establishment of Fort Snelling in the 1820s, settlement in the area around present-day St. Paul was not permitted by the U.S. Government until the Treaty of 1837. Taking advantage of the transportation afforded by the Mississippi River, St. Paul's earliest settlers took up claims along the waterway. By the 1840s, settlement was concentrated in the area that would become downtown St. Paul, due to the level terraces which were excellent sites for steamboat landings. With the establishment of the Minnesota Territory in 1849 and the creation of Ramsey County later that year, even more settlers flooded into the area by way of steamboat along the Mississippi River (Dolence et al. 1996:14).

During the 1850s and 1860s, the population of St. Paul grew quickly. While many of the early settlers were native-born Americans, a large percentage of the new residents were recent immigrants to the United States, who after a short time in the eastern states, headed west in search of cheap farmland or work in the emerging industries of the St. Paul area. The city's position at the head of the Mississippi River's navigable waters gave St. Paul an advantage in commerce. With the coming of the railroads, St. Paul's position as a commercial center was enhanced, and the city became a regional transportation hub (Dolence et al.1996:15).

Merriam Park-Lexington-Hamline

The Merriam Park-Lexington-Hamline neighborhood is located in west-central St. Paul. It is bounded on the north by University Avenue, on the east by Lexington Parkway, on the south by Summit Avenue, and on the west by the Mississippi River. The neighborhood is primarily residential with commercial and industrial developments along former streetcar lines, including University Avenue, Selby Avenue, and Snelling Avenue (Murphy and Granger 1983:128).

One of the earliest routes through the Merriam Park-Lexington-Hamline neighborhood was the Red River Ox Cart Trail which was established in the 1840s. The route ran roughly along the current St. Anthony Avenue and Interstate 94 corridors and was used by traders travelling between the Red River settlements and St. Paul. Another early route through the neighborhood was the Military Road running north from Fort Snelling, which was renamed Snelling Avenue in the 1850s. The first settlers to the neighborhood were innkeepers catering to the Red River Traders (Murphy and Granger 1983:128).

By the 1880s, several events occurred that shaped development of the Merriam Park-Lexington-Hamline neighborhood. The Chicago Milwaukee and St. Paul railroad built its Short Line between St. Paul and Minneapolis through the northern part of the neighborhood in 1880. This line served commuters between Saint Paul and Minneapolis. Secondly, in 1887, under the recommendations of landscape architect H.W.S. Cleveland, St. Paul acquired land along the bank of the Mississippi River to preserve the area as a parkway. Lastly, streetcar lines were laid in the 1890s along University, Rondo (an avenue largely lost with the construction of Interstate 94), Snelling, Prior, and Selby Avenues (Murphy and Granger 1983:129).

When the Short Line tracks were laid, Colonel John Merriam, father of Minnesota governor William Merriam, began to develop the area as a commuter suburb due to its location between Minneapolis and St. Paul. In 1882, Merriam platted a 142-acre tract bounded by the Short Line railroad on the north, Dewey Avenue on the east, Marshall Avenue on the south, and Cleveland (the Union) Avenue on the west (this area is just northwest of the project area). Merriam also established a depot at Prior Avenue, Longfellow School, and Merriam Park to serve the neighborhood. Merriam laid out the streets in a conventional gridiron plan and sold lots with the stipulation that houses would be built within one year and cost at least $1,500. The venture was a success with four additions added within the next two years. By 1885, the neighborhood was annexed by the city of St. Paul (Murphy and Granger 1983:129).

Although the Short Line railroad led to some residential development, the Merriam Park-Lexington-Hamline neighborhood experienced its greatest residential growth in the early twentieth century. The Twin Cities Rapid Transit Company (TCRTC) developed a streetcar system in western St. Paul during the 1890s and 1900s. Beginning with an electric trolley line on Grand Avenue in 1890, the TCRTC laid streetcar lines along University, Rondo, Selby, St. Clair, Snelling, and Prior avenues during the 1890s.

Following development of the streetcar lines, houses were built mainly on the east-west streets in the eastern and central parts of the neighborhood. In addition, several public institutions were established in the neighborhood during these growth years, the Olivet Congregational Church in 1907-1915, Merriam Park Presbyterian Church in 1912, the Central Baptist Church in 1913, St. Mark's Rectory in 1917, the Triune Masonic Lodge in 1910, the Charles Thompson Hall in 1916, the Richards Gordon School in 1913-1914, the St. Paul Water Department Store Houses in 1913-1914 and the Henry Hale Merriam Park Branch Library in 1930 (Murphy and Granger 1983:134-136).

Chicago, Milwaukee & St. Paul Railroad

Portions from the Multiple Property Documentation Form: Railroads in Minnesota, 1862-1956 (Schmidt et al. 2007).

The Chicago, Milwaukee & St. Paul (CM&StP) railroad was initially chartered in Wisconsin in 1847 as the Milwaukee and Waukesha Railroad Company. After reorganization as the Milwaukee and Mississippi Railroad, the company completed a line from Lake Michigan to the Mississippi River in 1857. Meanwhile, the La Crosse and Milwaukee Railroad Company completed a line between those two cities by 1858. The La Crosse line changed its name in 1863 to the Milwaukee and St. Paul Railway Company, and in 1867, it acquired the Milwaukee and Mississippi, the McGregor Western, and the Minnesota Central (Central) railroads. These acquisitions provided the Milwaukee and St. Paul with a through route between Chicago and the growing Twin Cities market (Schmidt et al. 2007: 62)

In 1869, the Milwaukee and St. Paul built a bridge across the Mississippi River between St. Paul and Mendota, giving the line direct connection into St. Paul as well as Minneapolis. In 1872, the Milwaukee and St. Paul acquired the St. Paul and Chicago railroad, which had recently completed its route along the Mississippi River. The Milwaukee and St. Paul reorganized as the CM&StP in 1874 (Schmidt et al. 2007: 62-63).

The CM&StP weathered the 1870s economic depression better than many railroads, most likely because it focused on acquiring lines after they were built, rather than speculatively building new lines into thinly settled areas. During the late 1870s and early 1880s, the CM&StP expanded its network throughout southern Minnesota, primarily through acquisitions. In 1880, for example, by absorbing the Southern Minnesota railroad (which had gone bankrupt in 1873), the CM&StP added a second east-west mainline in Minnesota. By 1880, the CM&StP had 3,775 miles of completed road in the Midwest, compared to only 1,412 miles three years earlier, and owned 425 locomotives, 319 pieces of passenger equipment, and more than 13,000 freight cars (Derleth 1948).

By the 1880s, the CM&StP had a solid rail network throughout southern and western Minnesota, southern Dakota Territory, Illinois, Iowa, and Wisconsin. Like the C&NW, the Chicago and Rock Island, and others, the CM&StP was one of the granger railroads

that served the Upper Midwest and carried heavy volumes of agricultural products. For example, in 1880 agricultural products comprised nearly 41 percent of the freight by weight hauled by the CM&StP, and wheat alone accounted for over 12 percent. Although the percentage would fall over the next 40 years, the volume of agricultural freight would continue rising. While agricultural products had dropped to about 30 percent of all freight by 1920, the total tonnage had increased more than three-fold (CM&StP Annual Reports 1880-1925).

During the 1880s, the CM&StP improved its connections within the Twin Cities, and it supplemented its mainline network with branch (feeder) lines. Three main projects in 1880 helped establish the CM&StP as a dominant carrier in Minneapolis. The CM&StP, in conjunction with the Chicago, St. Paul, Minneapolis and Omaha railroad, formed the Minneapolis Eastern railroad to build tracks in the Minneapolis milling district and thereby improve its access. In addition, the CM&StP constructed the Benton Cutoff, which ran from Benton on the Hastings and Dakota railroad northwest directly into Minneapolis, and eliminated the need to transfer to the M&StL at Chaska or haul on the roundabout route through Farmington and up the old Minnesota Central (Schmidt et al. 2007:69). Third, the CM&StP built the Short Line between the downtowns of Minneapolis and St. Paul, supplementing connections between the Twin Cities and providing a more direct route between them. In addition, during this period, the CM&StP established its South Minneapolis Yards, including a round house (1879) and shops (1881), which were regularly expanded and were a major repair and maintenance facility (Luecke 1988:84-85; 213). The CM&StP lines through south Minneapolis supported a growing industrial corridor.

Through acquisitions and new construction, the CM&StP established its own direct connections between Minneapolis/St. Paul and the agricultural lands to the south and west, as well as a through route to Chicago to the southeast. By 1889, the CM&StP was the dominant carrier in Minneapolis: it hauled 32,273 carloads of freight into the city, which was second only to the St. Paul Minneapolis and Manitoba's (Manitoba's) 40,101; and it hauled 38,438 carloads out of the city, the most of any carrier (the Omaha Road a distant second at 21,716 carloads (Hofsommer 2005:134). Through its dominant position in Minneapolis, the CM&StP played an important role in the development of the Minneapolis flour milling industry.

During the late nineteenth century, the CM&StP was an "exceedingly prosperous" regional carrier. By 1900, its 6,500-mile network radiated out from Chicago and Milwaukee, servicing most of the Upper Midwest (Bryant 1988:76). Despite running some deficits during the depression years of the 1890s, the CM&StP avoided the bankruptcy that plagued many other railroads. The company was known for sound finances and able management. During the first two decades of the twentieth century, the CM&StP completed its rail network in Minnesota and upgraded a number of its older lines.

By the first decade of the twentieth century, the CM&StP, which had not historically forged alliances, was becoming increasingly isolated by alliances among competing companies. When James J. Hill acquired a controlling interest in the Chicago Burlington and Quincy in 1901, it represented a strategic alliance among both northern transcontinental lines and one of the major Chicago railroads. That development, combined with the longtime alliance between the C&NW and the Union Pacific, led CM&StP officials to believe that in order to compete with the growing interregional systems, the company needed to build an extension to the West Coast. In addition, company management felt that the growing Pacific Northwest markets could support another transcontinental line. During 1906 to 1909, a CM&StP subsidiary company constructed an extension between Mobridge, South Dakota, and Puget Sound, Washington (Borak 1930;Bryant 1988:76-78).

Although the CM&StP Pacific Extension was built quickly and was well engineered, it was also costly, exceeding the original estimate of $45 million by over 400 percent. While carrying this heavier debt load, the CM&StP did not gain the amount of revenue expected from the Pacific Extension. The line crossed a sparsely populated region between its terminal points and was forced to depend primarily on through traffic for revenue. When the Pacific Northwest economy slumped during the 1910s, and then the Panama Canal diverted traffic after 1914, the company incurred a loss in 1917: its first since the early 1890s. The CM&StP operated at a deficit through the early 1920s, estimated at a total of $20 million during 1921 to 1924. With a heavy debt, passenger revenues falling, and insufficient freight revenues, the CM&StP declared bankruptcy and entered receivership in 1926. It emerged two years later, re-organized as the CMStP&P (Borak 1930;Bryant 1988:76-78).

After emerging from receivership in 1928, the CMStP&P enjoyed a brief return to profitability before the stock market crashed in October 1929 and the Great Depression began. After five years of declining passenger and freight revenues due to the Depression, the CMStP&P declared bankruptcy again in 1935. Also in 1935, the CMStP&P introduced the *Hiawatha*, a high-speed streamliner for express passenger service between Chicago and the Twin Cities, in an effort to stem the loss of passenger traffic. This express service was later extended to Chicago-Omaha and Twin Cities-Puget Sound corridors. The CMStP&P did not emerge from receivership until 1945.

The heavy demands of the war effort during World War II restored the profitability of the CMStP&P, and the company remained profitable through the 1950s. Due to inter-modal competition, the CMStP&P increased its efficiency through such measures as increasing automation in operations, consolidating freight yards (such as the new St. Paul Dayton's Bluff Yard), and phasing out steam locomotives. Despite those improvements, by the early 1960s it was clear that railroad companies would have to consolidate and abandon unprofitable routes. The CMStP&P was unable to come to any merger agreements, and when the new Burlington Northern emerged in 1970, the CMStP&P could no longer compete. The railroad declared bankruptcy for the last time in 1977. In 1985, the CMStP&P was sold to the Soo Line.

Post World War II Urban Transportation Planning

During the years 1945 to 1970, the focus of urban transportation planning consisted almost entirely of road building, and much of that focus was on construction of new limited access roadways. During this period, it was generally accepted that congested urban centers built up before the automobile age should be opened up to automotive traffic through limited-access highways or expressways. The near universal conversion to automobile use for passenger travel, combined with federal housing policies that favored single-family, suburban housing developments, changes in manufacturing that favored sprawling campuses, and a dedicated lobbying effort for increased highway construction, pushed federal and state transportation funding into road construction.

During the first two decades of the twentieth century, mass transit in the form of railroads and streetcars was the dominant form of transportation, for both passenger and freight traffic. Beginning about 1920 and accelerating following World War II, automobiles and trucks became the preferred mode of transportation for nearly all individuals and for many businesses. Cars and buses offered intense competition for passenger traffic due to their greater flexibility, mobility, and in the case of automobiles, privacy. The number of registered automobiles nationwide grew from about 3.5 million in 1916 to 23 million by 1929, and intercity buses captured about 18 percent of commercial passenger traffic in 1930. The trend continued following World War II, and the number of automobile registrations reached nearly 90 million by 1970 (Altshuler 1979:24; Stover 1961:212-213, 238).

The increase in automobile ownership and, thus, mobility following World War II, combined with other factors, led to the dispersal of urban residents to the suburbs. One factor was federal housing policy. The federal government acted as a direct insurer of mortgages as well as a buyer and seller of mortgages, and in this role sought to minimize risk. Federal policies encouraged building single-family houses in homogenous, middle-class neighborhoods located away from city centers because these areas were perceived to be the lowest risk (Altshuler 1979:25). In addition, changes in industrial technologies led manufacturers to seek out single-story plants with large open floor plans. With plenty of available land, the suburbs were attractive for siting sprawling new headquarters and manufacturing plants, such as the 3M campus in Maplewood and the Honeywell plant in Golden Valley.

Increased mobility and housing and employment opportunities pulled urban residents to the suburbs. With more commuters on the road, traffic congestion increased, and it became apparent that the network of roads and bridges to serve those drivers had become insufficient. During World War II, a shortage of materials and labor and a focus on defense industries led to no new construction starts and deferred maintenance for all but emergency or defense-related roads. Following the war, a shortage of qualified engineers, who were increasingly working in the private sector rather than state highway departments, as well as the Korean conflict further slowed road construction. In addition to those factors, in Minnesota, disagreement over how to divide state funding for road

construction between urban and rural areas constricted the funding available (Mead & Hunt 2011).

By the mid 1950s, 15 years of deferred maintenance and construction left the network of roads and bridges ill-equipped to handle increasing traffic demands. By this time, the automotive, oil, steel, trucking, and rubber industries, as well as associated labor unions, undertook a concerted lobbying effort in the federal government to promote highway construction. This lobbying was well received by the Eisenhower administration, which took office in 1953. As public support for a highway construction program grew over the next several years, the administration prepared and Congress approved the Federal Aid Highway Act of 1956, which established the national interstate highway system. The Act authorized a highway system that would link 90 percent of the cities in the U.S. with a population of 50,000 or greater and authorized expenditure of nearly $25 billion from 1957 to 1969. Approximately 20 percent of the system mileage was designated for urban areas (Altshuler 1979:26-31; Weiner 1999:27-29). In Minnesota, after study by a special commission, the legislature proposed and voters approved in 1956 an amendment to the state constitution that allowed for establishment of the current system of county and municipal state-aid highways in addition to the existing state trunk highways.

An important aspect of the highway construction program of the late 1950s and 1960s was the limited access roadway, also known as freeway and expressway. The difference between freeways and expressways was that, although both had controlled access points, all freeway intersections were grade separated, whereas some or all expressway intersections were at grade. These roadways were designed such that vehicles could enter, exit, or cross only at designated intersections, interchanges, bridges, or tunnels. Although the concept of limiting access to improve traffic flow was not new—for example, the first segment of Trunk Highway 100 in Minneapolis' western suburbs was planned and built during the 1930s, the postwar construction program represented large-scale systematic use of such roadways. The interstate system, for example, was a series of freeways, and many urban expressways also were designed this way to relieve congestion on city streets.

The modern automotive transportation system in Minnesota developed according to a series of studies and new standards established during the 1940s and 1950s. At the state level, planning for the interstate freeways and the trunk highways began in the 1940s with the passage of the federal Defense Highways Act of 1941, which authorized $10 million in matching funds for survey and planning related to future highways. Because highway construction in urban and rural areas presented different challenges, the Federal Aid Highway Act of 1944 established separate funds for urban highways. When it came to designing the highways and freeways, however, during the late 1940s and early 1950s, each state highway department was on its own (Mead & Hunt 2011).

During the mid 1950s, the American Association of State Highway Officials (AASHO) developed standards for controlled-access highways that provided engineers with guidance on the geometric design of freeways and expressways. Starting in 1954 with its

policy regarding the design of rural highways, AASHO then published policies regarding interstate highways in 1956 and arterial urban highways in 1957 (Mead & Hunt 2011). With the infusion of federal funds and the development of national design standards for highways by the late 1950s, state and local governments were poised to begin a massive road building campaign.

Much like city and state governments throughout the county, St. Paul began a large-scale road construction program in the late 1950s that continued through the 1960s. The roads program, managed at the local level by the Public Works Department, included new construction and improvements to existing facilities. At 17 miles of roadway, the construction of I-94 and I-35E was the largest component of the roads program and was the most disruptive. Due to the level of coordination among the state Highway Department, various city offices, and numerous local stakeholder groups, Public Works assigned retired Chief Engineer George Shepard the role of Street and Highway Engineering Coordinator in 1962. Construction began on portions of I-94 and I35E in 1963 and continued through the rest of the decade (St. Paul Public Works Department 1965:9-13).

Highway construction programs in urban areas such as St. Paul were more complicated than in rural areas. As freeways and expressways were constructed through dense built environments and populations, many more properties needed to be acquired than in rural areas, displacing residents and businesses, and existing buildings and structures needed to be razed or avoided. It is estimated that approximately one million people were forced from their homes to make way for new highways during the late 1950s through the 1960s (Altschuler 1965:22). In St. Paul, construction of interstate highways 35E and 94 required large swaths of land for rights of way, and this required thousands of residents to relocate. A notable example of forced relocation through eminent domain was the Rondo, which was a prosperous and tight-knit African American neighborhood west of the Cathedral in St. Paul. The neighborhood was bisected by I-94, and the residents were scattered throughout St. Paul and Minneapolis.

In addition to the interstate highways, St. Paul engaged in regional transportation planning during the late 1950s and 1960s. In 1958 the State of Minnesota initiated the Twin Cities Area Transportation Plan to provide planning for a system of expressways and arterials in the (then) six-county metropolitan area. Three years later in 1961, the Twin Cities Joint Program for Land Use-Transportation Planning expanded on the Transportation Plan by including land use planning. A Joint Program Coordinating Committee, which included St. Paul Public Works staff, met regularly during the early 1960s to discuss transportation projects planned by each municipality. This group coordinated the designation and improvement of collector, arterial, and expressway routes. At one particular meeting in 1963, for example, the committee discussed 35 areas on various routes in St. Paul, including the Short Line Road (Anderson 1963; Avery 1963).

In addition, St. Paul Public Works undertook its own planning efforts and, by 1963, had developed a Plan for Thoroughfares. This plan designated existing and proposed roadways throughout the city as freeway, expressway, arterial, and collector routes. As described in Public Works Annual Reports, notable projects from the period 1962 to 1964 were construction of the Short Line Road, a portion of Shepard Road, the Arch-Pennsylvania Highway from Rice Street to I-35E, the Cliff Street-St. Clair Avenue connection, and St. Paul Avenue (Public Works Department 1965:93).

By the end of the 1960s, urban transportation priorities were shifting. The new highways and expressways that had been planned a decade earlier were either built or in progress, offering drivers a network of high-speed limited-access roadways. In the process of establishing this network, however, many people were dislocated, and highway departments were met with increasing resistance to more property takings. By the 1970s, federal funding emphasis shifted from new construction to improvements within existing rights of way. Furthermore, the Federal Aid Highway Act of 1973 allowed for flexibility in allocating highway funds for urban mass transit projects. Based on comprehensive statewide highways studies during the 1960s, the Minnesota Highway Department evaluated the condition of the state's existing roads and bridges and outlined plans for future needs. The studies concluded that by 1985, improvements would be needed on 120,000 miles of roads and streets throughout the state, at a cost of $5 billion in 1963 dollars (Mead & Hunt 2011:66). The great era of new road construction was over by the early 1970s, replaced by on-going improvements and upgrades to the existing system.

4.0 PHASE I FIELD WORK RESULTS

4.1 SUMMARY

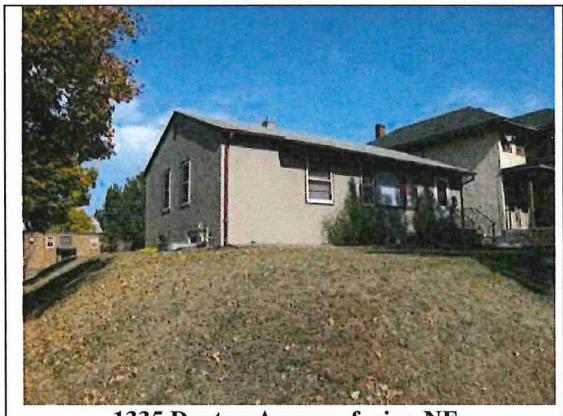
Andrew Schmidt served as Principal Investigator and Renée Hutter was project Architectural Historian. Phase I fieldwork was conducted on October 5 and 13, 2011. During the survey, all buildings, structures, and objects 45 years in age or older within the APE were recorded. The Phase I survey population consisted of 36 properties: 33 houses, one mixed commercial-residential, one apartment building, and one park (Figure 2; Table 1). Recorded buildings range in time-period from 1900 to the 1960s.

Table 1 summarizes the results of the architecture-history survey. No properties within the APE are currently listed in the NRHP or were previously determined or recommended eligible for listing in the NRHP.

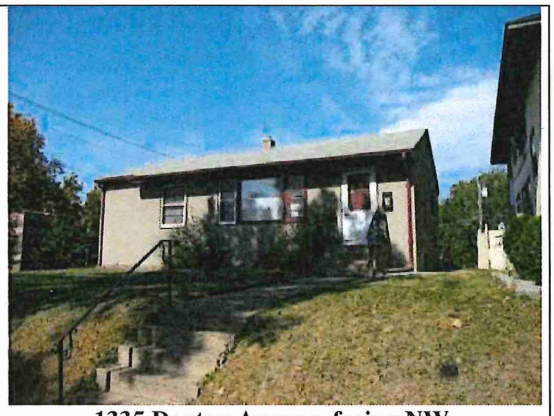
4.2 INVENTORIED PROPERTIES

1335 Dayton Avenue (Field No. 001, RA-SPC-5801).
NW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a one-story, side-gabled house. A stucco veneer covers the foundation and walls of house. The south elevation has a picture window flanked by one-over-one wood sash and two-over-two wood sash windows. The roof is asphalt shingle and there is no garage. The house was built in 1952. The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.



1335 Dayton Avenue, facing NE



1335 Dayton Avenue, facing NW

Map adapted from USDA FSA NAIP Orthophoto, 2010; Ramsey County, Minnesota.

Legend

- 1 — Architecture-History Property
- Ayd Mill Road
- Short Line Railroad
- Architecture-History APE

N
W E
S

Site Location

0 180 Feet

1 inch = 180 feet

Architecture-History Survey Results

Hamline Avenue Bridge Project
St. Paul, Ramsey County, Minnesota

Summit Envirosolutions®

Figure 2a

File: Fix_Survey_Results
Summit Proj. No.: 1727-0036
Plot Date: 11/03/2011
Arc Operator: THV/RLH
Reviewed by: AJS

Map adapted from USDA FSA NAIP Orthophoto, 2010; Ramsey County, Minnesota.

Legend

- 1 — Architecture-History Property
- Ayd Mill Road
- Short Line Railroad
- Architecture-History APE

N
W E
S

Site Location

0 180 Feet

1 inch = 180 feet

Architecture-History Survey Results

Hamline Avenue Bridge Project
St. Paul, Ramsey County, Minnesota

Summit Envirosolutions

Figure 2b

File: Fix_Survey_Results
Summit Proj. No.: 1727-0036
Plot Date: 11/03/2011
Arc Operator: THV/RLH
Reviewed by: AJS

Map adapted from USDA FSA NAIP Orthophoto, 2010; Ramsey County, Minnesota.

Legend

- 1 Architecture-History Property
- Ayd Mill Road
- Short Line Railroad
- Architecture-History APE

N W E S

Site Location

0 180 Feet

1 inch = 180 feet

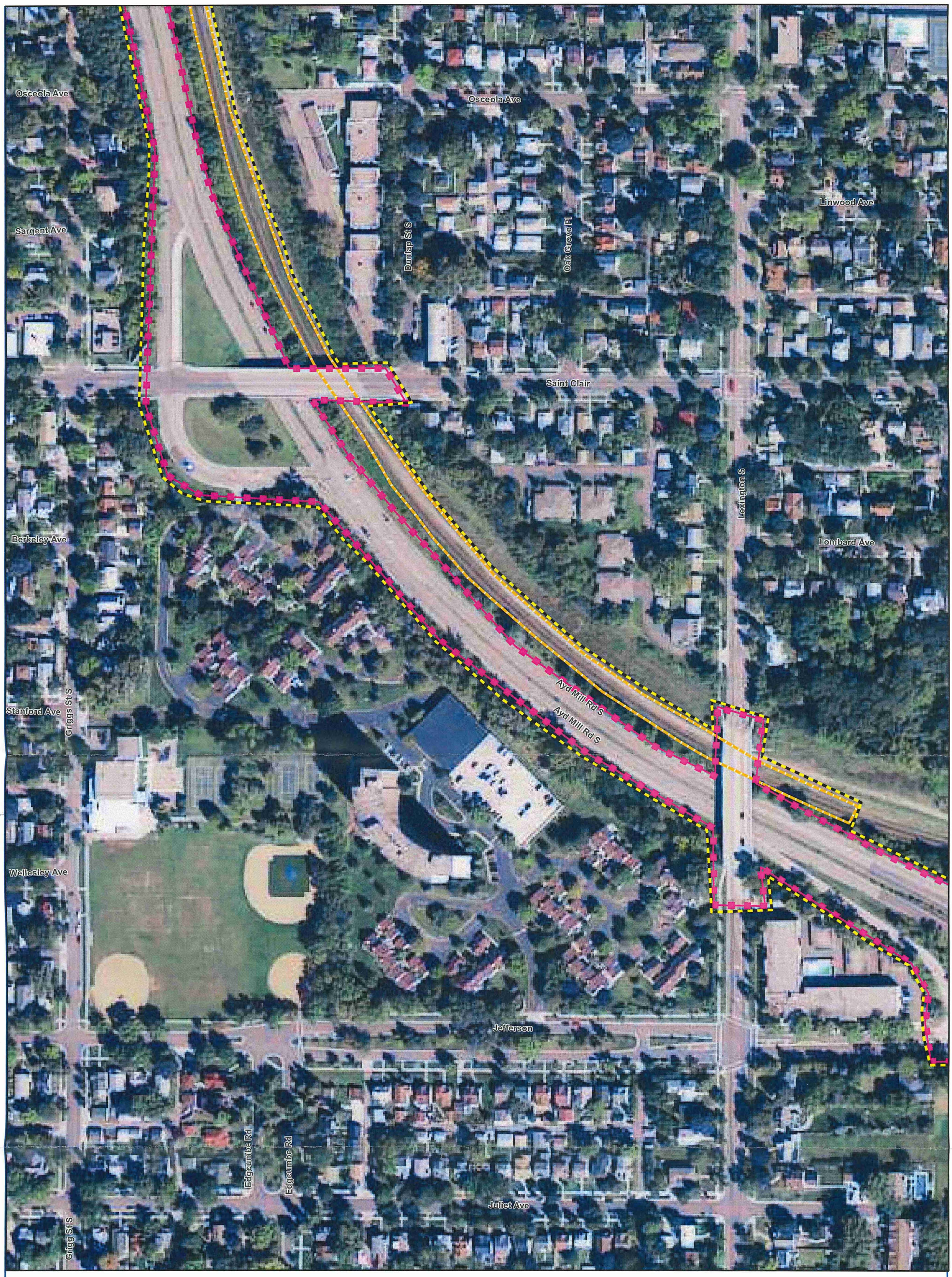
Architecture-History Survey Results

Hamline Avenue Bridge Project
St. Paul, Ramsey County, Minnesota

Summit Envirosolutions

Figure 2c

File: Fix_Survey_Results
Summit Proj. No.: 1727-0036
Plot Date: 11/03/2011
Arc Operator: THV/RLH
Reviewed by: AJS



Map adapted from USDA FSA NAIP Orthophoto, 2010; Ramsey County, Minnesota.

Legend

- 1 Architecture-History Property
- Ayd Mill Road
- Short Line Railroad
- Architecture-History APE

N
W E
S

Site Location

0 180 Feet

1 inch = 180 feet

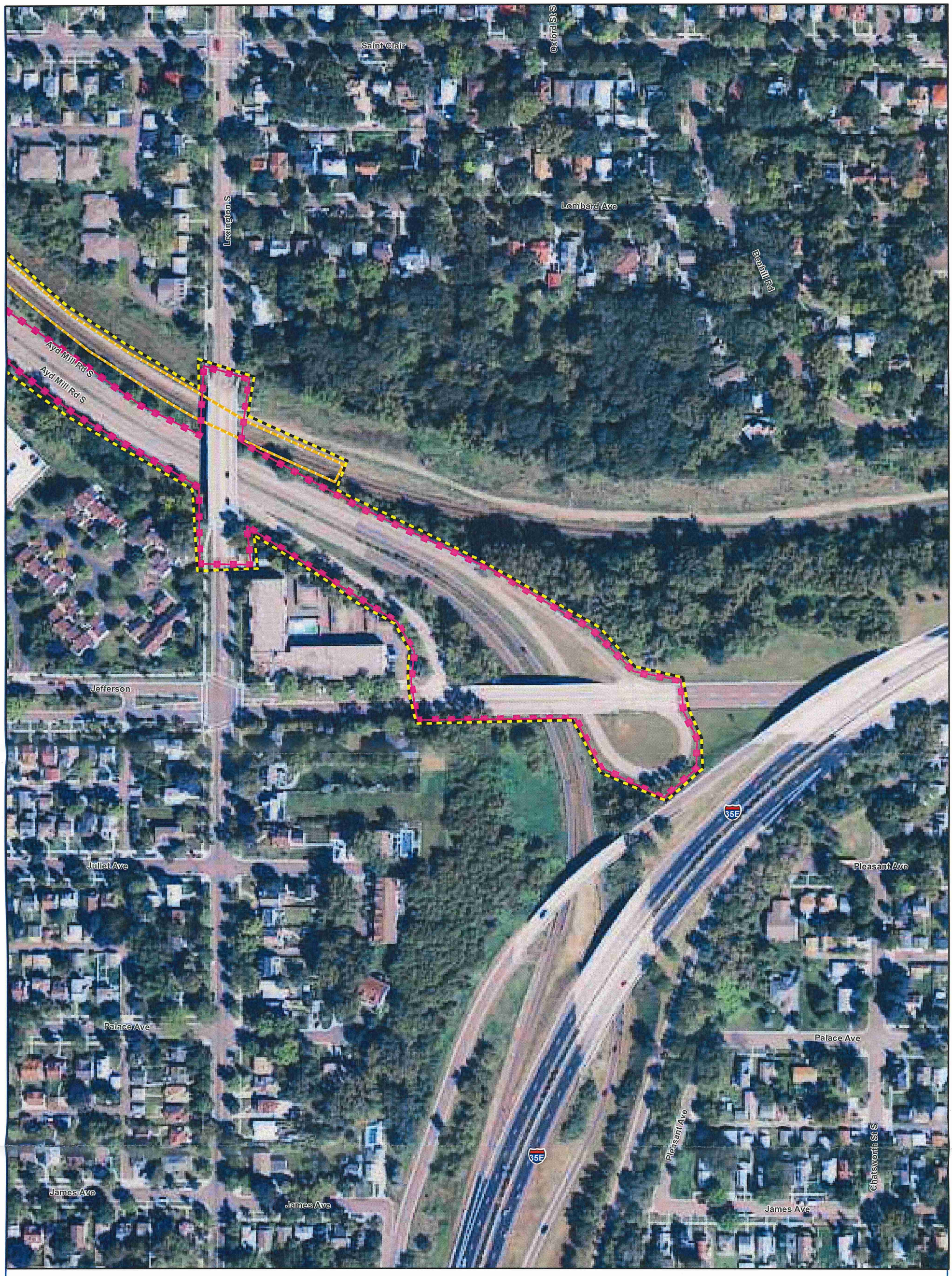
Architecture-History Survey Results

Hamline Avenue Bridge Project
St. Paul, Ramsey County, Minnesota

Summit Envirosolutions

Figure 2d

File: Fix_Survey_Results
Summit Proj. No.: 1727-0036
Plot Date: 11/03/2011
Arc Operator: THV/RLH
Reviewed by: AJS



Map adapted from USDA FSA NAIP Orthophoto, 2010; Ramsey County, Minnesota.

Legend

1 Architecture-History Property

Ayd Mill Road

Short Line Railroad

Architecture-History APE

N W E S

Site Location

0 180 Feet

1 inch = 180 feet

Architecture-History Survey Results

Hamline Avenue Bridge Project
St. Paul, Ramsey County, Minnesota

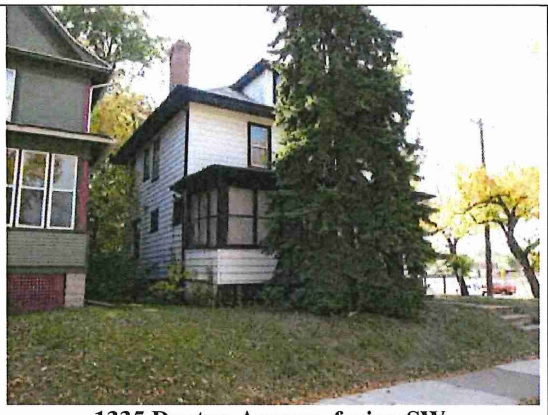
Summit Envirosolutions

Figure 2e

File: Fix_Survey_Results
Summit Proj. No.: 1727-0036
Plot Date: 11/03/2011
Arc Operator: THV/RLH
Reviewed by: AJS

1336 Dayton Avenue (Field No. 002, RA-SPC-5802).
NW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a two-story, foursquare hip-roofed house. The foundation is cast stone, and the siding has been replaced with aluminum siding. The windows consist of one-over-one wood sash with replacement aluminum storms. The north elevation has a hip-roofed dormer and an enclosed porch with a hipped roof. The roof is asphalt shingle. The house was built in 1914 and has poor integrity due to replacement aluminum siding and windows and an enclosed porch. Because its integrity has been compromised the property has no potential to be eligible for listing in the NRHP.


1335 Dayton Avenue, facing SW


1335 Dayton Avenue, facing SE

1335 Selby Avenue (Field No. 003, RA-SPC-5803).
NW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

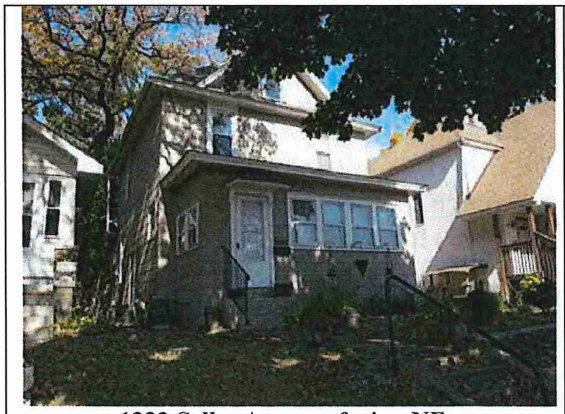
The property is a one-and-a-half story, clipped-gable bungalow house. The foundation is cast stone, the siding is a replacement synthetic, and the windows are replacement. The south elevation has a gabled projecting entry and shed-roofed bay window. The north elevation has a shed-roofed addition. The roof is asphalt shingle. There is a one-car detached gabled garage on the north portion of the property. The house was built in 1915 and has poor integrity due to replacement siding and windows. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1335 Selby Avenue, facing NE.

1335 Selby Avenue, facing NW.

1333 Selby Avenue (Field No. 004, RA-SPC-5804).
NW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a two-and-a-half-story, foursquare with a hipped roof. The foundation is covered with a skim coat, and the siding is asbestos siding. The windows are replacement with the original wood surrounds. The south elevation has a hip-roofed enclosed porch and a gabled dormer on the second floor. The north elevation has a hip-roofed kitchen wing. The roof is asphalt shingle. There is a detached one-car gabled garage on the north portion of the property. The house was built in 1906 and has poor integrity due to replacement siding and windows and the enclosed porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

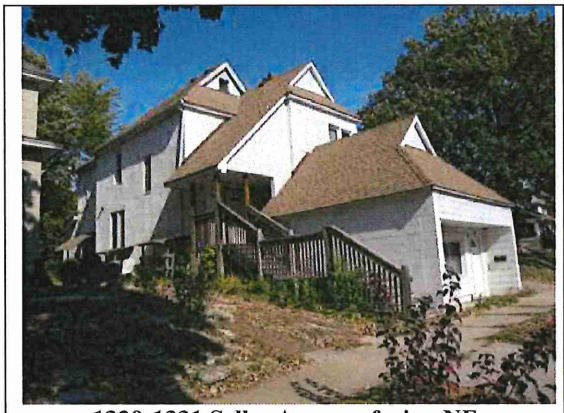


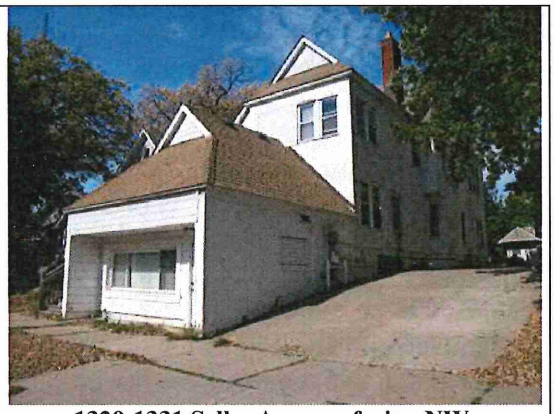
1333 Selby Avenue, facing NE.

1333 Selby Avenue, facing NW.

1331 Selby Avenue (Field No. 005, RA-SPC-5805).
NW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a two-and-a-half-story gable-roofed house with later additions. The foundation is cast stone, and the walls have stucco veneer and synthetic siding. The south elevation has multiple additions. The roof is asphalt shingle. The house was built in 1892 and has poor integrity due to extensive alterations and additions. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.


1329-1331 Selby Avenue, facing NE


1329-1331 Selby Avenue, facing NW

1326 Selby Avenue (Field No. 006, RA-SPC-5806).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a two-story, side-gabled bungalow. The foundation is cast-stone block and the siding is aluminum. The north elevation has an enclosed porch with a shed roof and a gabled dormer on the second floor. The windows are one-over-one wood sash with aluminum storms. There are exposed beams in the side-gable and front-gabled dormer. The roof is asphalt shingle. The house was built in 1913 and has poor integrity due to replacement siding and windows and the enclosed porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1326 Selby Avenue, facing SW

1326 Selby Avenue, facing SE

1330 Selby Avenue (Field No. 07, RA-SPC-5807).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W
The property is a one-and-a-half-story, cross-gabled Craftsman-style house. The foundation is brick, and the siding is asbestos. The north elevation has a projecting porch with a front-gabled roof. The windows are three-over-one wood sash on the porch, twelve-over-one and six-pane on the rest of the exterior. The second floor has a shed-roofed dormer. The roof is asphalt shingle. The house was built in 1913 and has poor integrity due to replacement siding and windows and dormer addition. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1330 Selby Avenue, facing SW

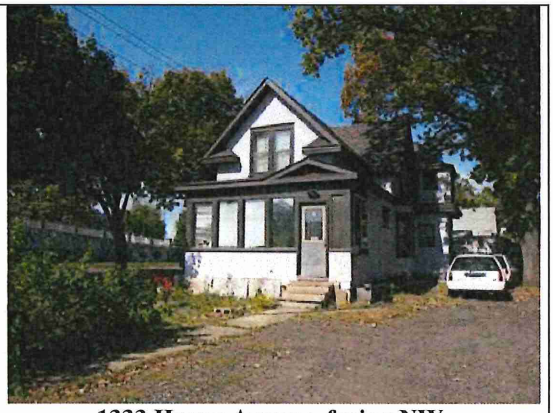
1330 Selby Avenue, facing SE

1333 Hague Avenue (Field No. 008, RA-SPC-5808).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a one-and-a-half story, cross-gabled, L-plan house. The foundation is covered with a skim coat, and the siding is asbestos shingle. The north elevation has a hip-roofed enclosed porch with a pediment over the entry. The windows are replacement

sash. The east elevation has a projecting bay window and there is a hip-roofed, half-story addition on the north elevation. The roof is asphalt shingle. The house was built in 1911 and has poor integrity due to replacement siding and windows and the enclosed porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1333 Hague Avenue, facing NE



1333 Hague Avenue, facing NW

1329 Hague Avenue (Field No. 009, RA-SPC-5809).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a two-story, front-gable house. The foundation is cast stone block, and the siding is asbestos shingle. The windows are replacement sash with original wood surrounds. The south elevation has a hip-roofed enclosed porch. The west elevation has a gabled dormer and the north elevation has a hip-roofed kitchen wing. The roof is asphalt shingle. The house was built in 1908 and has poor integrity due to replacement windows and siding and the enclosed porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1329 Hague Avenue, facing NE

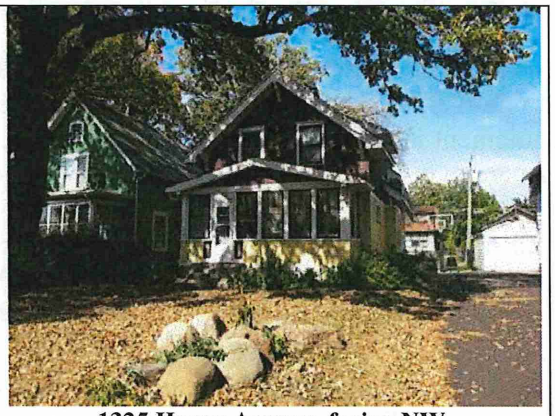
1329 Hague Avenue, facing NW

1325 Hague Avenue (Field No. 010, RA-SPC-5810).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a two-story, front-gabled Craftsman-style house. The foundation is cast stone block and the siding is false bevel drop wood and shingle siding. The windows are three-over-one and one-over-one wood sash. The east elevation has a shed-roofed dormer on the second floor. The house has exposed beams in the gables and an attached garage on the east elevation. The roof is asphalt shingle.

The house was built in 1915 by H. H. Hoyt Company. In the 1920s the house was owned by William B. Johnson (City of St. Paul n.d.; R. L. Polk and Company 1925 and 1930). Mr. Johnson resided at this address until at least 1940, and by 1950, Mrs. Gerda J. Johnson was listed as residing at the address (R. L. Polk and Company 1940 and 1950. The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.


1325 Hague Avenue, facing NE


1325 Hague Avenue, facing NW

1321 Hague Avenue (Field No. 011, RA-SPC-5811).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

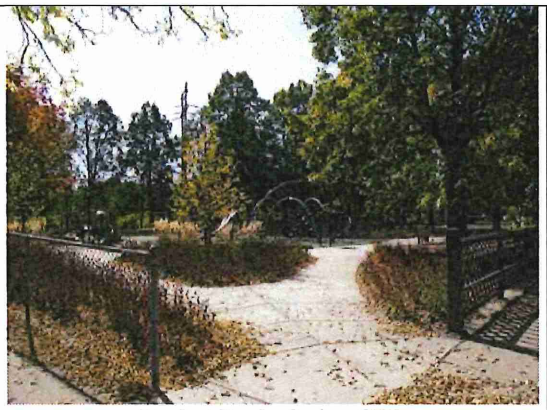
This property is a two-story, front-gabled house. The foundation is cast stone block and the siding is replacement aluminum. There are a mix of original three-over-one wood sash windows and replacement sash. The south elevation has a hip-roofed enclosed porch and the east elevation has a gabled dormer. The roof is asphalt shingle. There is a detached one-car, gabled garage in the rear. The house was built in 1910 and has poor integrity due to replacement siding and windows. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1321 Hague Avenue, facing NE

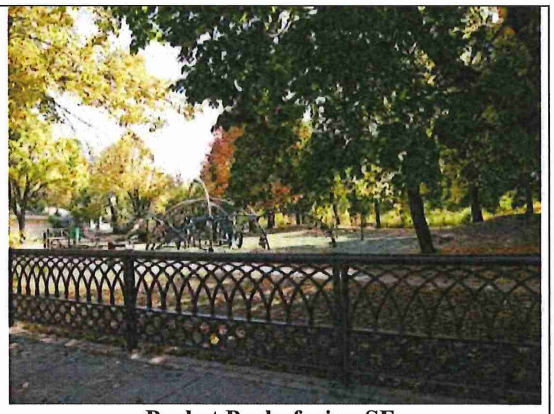
1321 Hague Avenue, facing NW

Corner of Hague and Scheuneman Avenue, Pocket Park (Field No. 012, RA-SPC-5812).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

The property is a rectangular shaped park with berms on the south and west sides. A mix of relatively young trees is scattered along the periphery of the park. Modern playground equipment is located at the center of the park, and modern fences run along the perimeter. Concrete walkways are located along the northern edge of the park and around the playground area. The 1937 aerial photograph shows the property as open space with a walkway loop in the north half. No other structures are visible. The park, however, is not identified on the 1951 edition of the Sanborn Fire Insurance Map, and no walkways or other structures appear in the 1953 and 1969 aerial photographs. Although the property may have served as a park in the years prior to World War II, it has been redeveloped with recent trees and modern walkways, fencing, benches, and playground equipment. Because the property lacks integrity from the historic period, it has no potential to be eligible for listing in the NRHP.



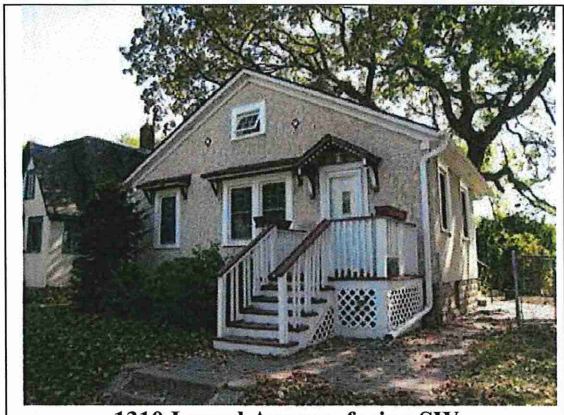
Pocket Park, facing SW



Pocket Park, facing SE

1310 Laurel Avenue, (Field No. 013, RA-SPC-5813).
SW ¼ of the NW ¼ of the NE ¼ of Section 3, T29N, R23W

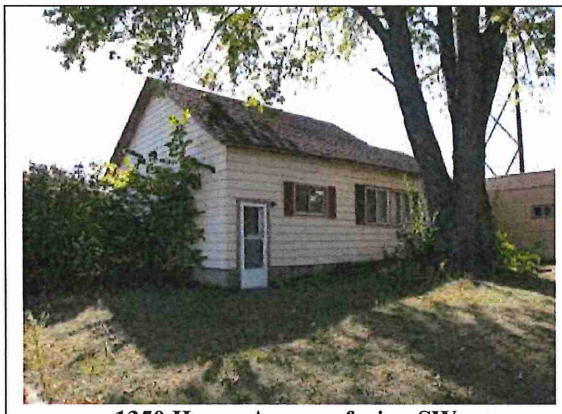
The property is a one-story, front-gable house. The foundation is cast stone block, and the walls are covered with stucco veneer. The windows are replacement sash but retain the original wood surrounds. The front entrance is covered by a small gabled canopy. The house has an asphalt shingle roof. There is no garage. The house was built in 1930 and has poor integrity due to replacement sash windows, stucco, and removal of the original porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.


1310 Laurel Avenue, facing SW


1310 Laurel Avenue, facing SE

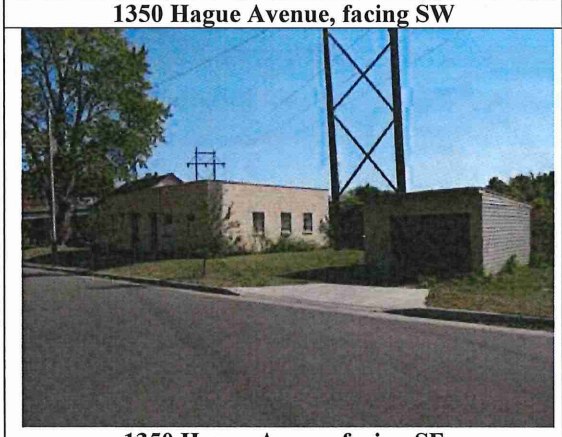
1350 Hague Avenue, (Field No. 014, RA-SPC-5814).
SE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-story, side-gable house. The foundation is concrete block and the siding is synthetic. The windows are aluminum sliding sash. The west elevation has a projecting gabled bay. The roof is asphalt shingle. Attached to the west elevation of the house via a flat-roofed breezeway, is a flat-roofed, concrete-block commercial building. The windows consist of glass block and two-over-two wood sash with concrete sills. The house was built in 1924 and circa 1940 and has poor integrity due to replacement siding and windows and alterations. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.



1350 Hague Avenue, facing SW

1350 Hague Avenue, facing SE



1350 Hague Avnue, facing SE

1355 Hague Avenue, (Field No. 015, RA-SPC-5815).
SE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a two-story, hip-roofed foursquare house. The foundation is cast stone block and the siding is synthetic. The windows are replacement sash with the original wood surrounds. The south elevation has a hip-roofed enclosed porch. The roof is asphalt shingle. The house was built in 1915 and has poor integrity because of replacement siding and windows and the enclosed porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1355 Hague Avenue, facing NE

1350 Hague Avenue, facing NW

1351 Hague Avenue, (Field No. 016, RA-SPC-5816).
SE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a two-story, front clipped-gabled house. The foundation is concrete block and the siding is false bevel drop wood. The windows are one-over-one wood sash with aluminum storms. The south elevation has a shed-roofed enclosed porch. The east elevation has a shed-roofed projecting bay on the first floor and a shed-roofed dormer on the second floor. The roof is asphalt shingle. The house was originally built at 2081 Grand Avenue in 1911.

The house was moved in 1975 by owner Dick Coverdaly. The original owner was F. F. Stoebie (City of St. Paul n.d.). Mr. Gustave A. Nelson resided at the house in its original location in the 1930s and 1940s (R. L. Polk and Company 1930 and 1940). The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property is recommended as not eligible for listing in the NRHP.

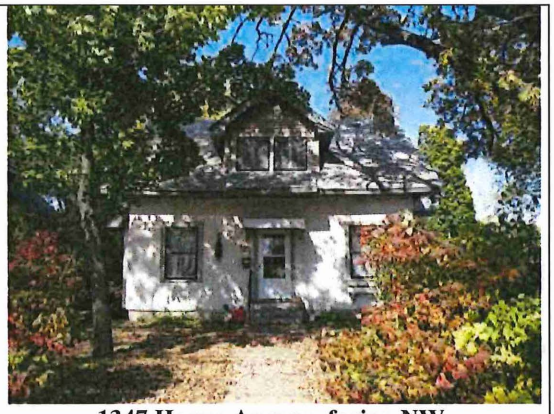
1351 Hague Avenue, facing NE

1351 Hague Avenue, facing NW

1347 Hague Avenue, (Field No. 017, RA-SPC-5817).
SE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a two-story, side gabled house. The foundation is cast stone block, and the walls are covered with stucco veneer. The windows are one-over-one wood sash on the first floor, and double six-pane casements on the second floor. The south elevation has a gabled dormer on the second floor. The west elevation has a shed-roofed projecting bay. The east elevation has a gable-roofed projection. Decorative elements include decorative braces in the gable-end. The roof is asphalt shingle. The house was built in 1912 and has poor integrity due to replacement windows, stucco, and the enclosure or removal of the original front porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.


1347 Hague Avenue, facing NE

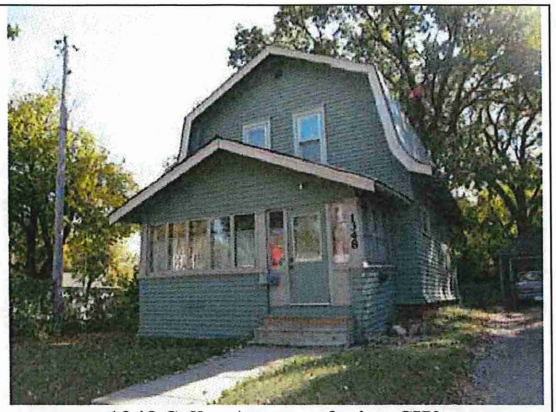

1347 Hague Avenue, facing NW

1348 Selby Avenue, (Field No. 018, RA-SPC-5818).
NE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-and-a-half-story, gambrel-roofed house. The foundation is cast stone block and the siding is wood lap. The windows are replacement sash but retain the original wood surrounds. The north elevation has a gable-roofed enclosed porch. Exposed rafter tails are located in the eaves. The roof is asphalt shingle.

The house was built in 1913 by its owner George E. Snell (City of St. Paul n.d.). In the 1930s and 1940s the house was owned by Earl J. Hartman (R. L. Polk and Company 1930 and 1940). The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.

1348 Selby Avenue, facing SE



1348 Selby Avenue, facing SW

1350 Selby Avenue, (Field No. 019, RA-SPC-5819).
NE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

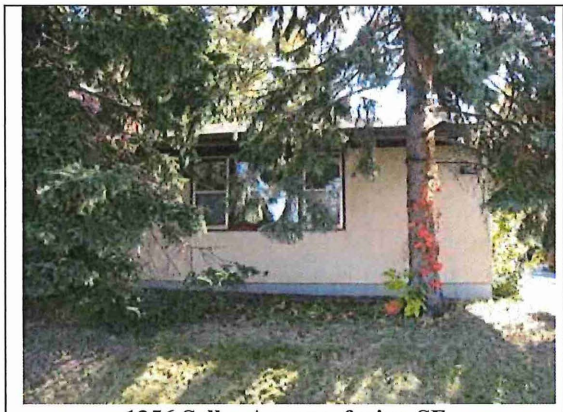
The property is a one-and-half-story; front-gabled house. The foundation is cast stone block, and the siding is wood lap. The windows are replacement sash with wood surrounds. The north elevation has a hip-roofed enclosed porch. The east and west elevations have shed-roofed dormers, and the east elevation has a hip-roofed bay window. The south elevation has a one-story, hip-roofed addition. The roof is asphalt shingle. There is a detached one-car, pyramidal-roofed garage at the rear. The house was built in 1894 and has poor integrity due to replacement windows, the enclosed porch, and the dormer additions. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

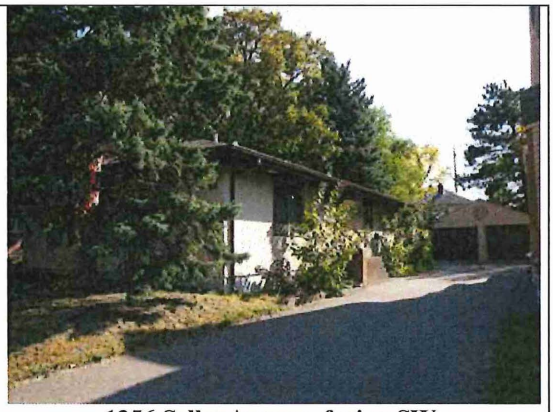
1350 Selby Avenue, facing SE

1350 Selby Avenue, facing SW

1356 Selby Avenue, (Field No. 020, RA-SPC-2820).
NE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a one-story, hip-roofed house. The foundation is concrete block, and the walls are covered with stucco veneer. The windows are aluminum sliding sash, and the roof is asphalt shingles. There is a detached two-car, gable-roofed garage at the rear. The house was built in 1962. The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.


1356 Selby Avenue, facing SE


1356 Selby Avenue, facing SW

1360 Selby Avenue, (Field No. 021, RA-SPC-5821).
NE ¼ of the NE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a two-and-a-half-story, cross-gabled house. The foundation is cast stone block and the siding is wood lap and wood shingle. The windows are single-pane and one-over-one wood sash with aluminum storms. The north elevation has a shed-roofed open porch with a gabled pediment over the entrance. The west elevation has a flat-roofed, corner bay window and a hip-roofed bay window. The east elevation has a hip-roofed bay window. The roof is asphalt shingle. There is a detached, gable-roofed, two-car garage in the rear.

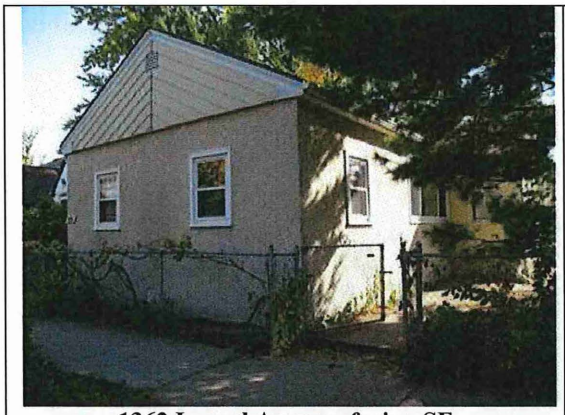
According to the Ramsey County Tax and Property information, the house was built in 1900. No building index card could be found for the property. The 1910 city directory lists Christian Bergh, jeweler, as owner of the property. Mr. Bergh continues to be listed through the 1930s (R. L. Polk and Company 1910, 1920, 1930). His widow, Mrs. Mary Bergh, is listed as owner of the property during 1935 to 1940 (R. L. Polk and Company 1935 and 1940). The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.

1360 Selby Avenue, facing SE

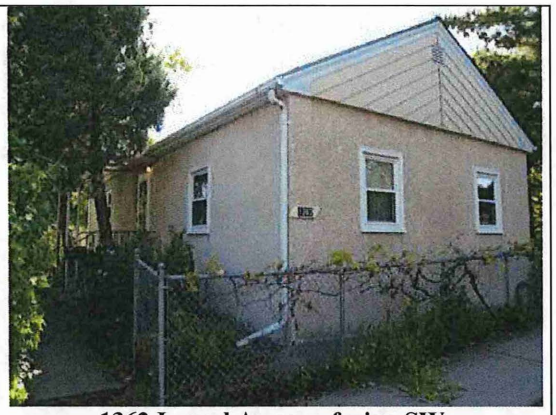
1360 Selby Avenue, facing SW

1362 Laurel Avenue, (Field No. 022, RA-SPC-5822).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a one-story, side-gabled house. The foundation is not visible, and the exterior is clad in stucco veneer and aluminum siding. The windows are replacement sash. The west elevation has a gable-roof projecting bay. The roof is asphalt shingle. The house was built circa 1960 has poor integrity due to replacement siding and windows. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.



1362 Laurel Avenue, facing SE



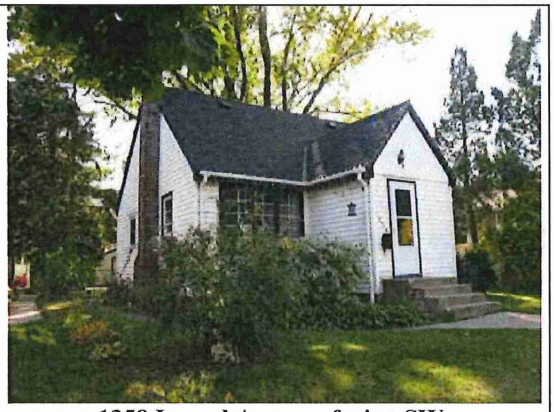
1362 Laurel Avenue, facing SW

1358 Laurel Avenue, (Field No. 023, RA-SPC-5823).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a one-and-a-half-story, side-gabled house. The foundation is concrete block, and the siding is a synthetic replacement. The windows are replacement sash. The north elevation has a gable-roofed projecting entry. The roof is asphalt shingle. The

house was built in 1954 and has poor integrity due to replacement siding and windows. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

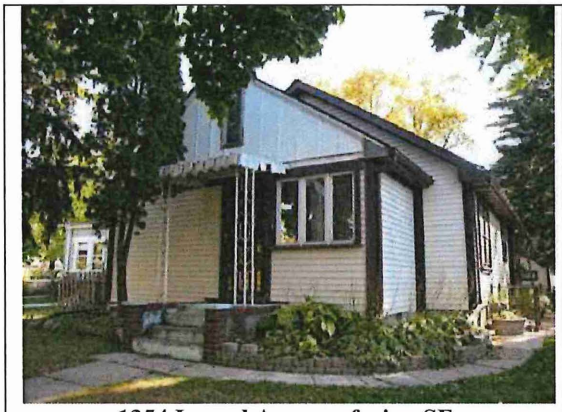
1358 Laurel Avenue, facing SE



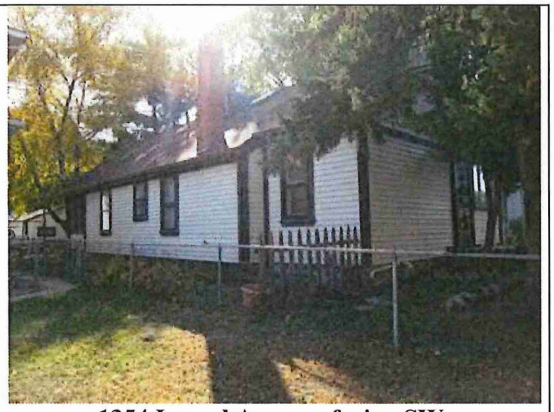
1358 Laurel Avenue, facing SW

1354 Laurel Avenue, (Field No. 024, RA-SPC-5824).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a one-story, gable-roofed house. The foundation is concrete block, and the siding is aluminum. The windows consist of one-over-one replacement sash and wood casements. The roof is asphalt shingles. A gable-roofed addition is located on the north elevation. The house was built in 1948 and has poor integrity due to replacement windows and siding and the addition. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.



1354 Laurel Avenue, facing SE

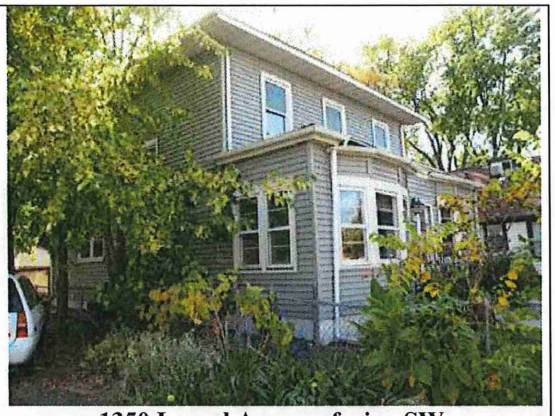


1354 Laurel Avenue, facing SW

1350 Laurel Avenue, (Field No. 025, RA-SPC-5825).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

This property is a two-story, hip-roofed foursquare house. The foundation is concrete block, and the siding is aluminum. The windows are one-over-one wood sash with aluminum storms. The north elevation has a shed-roofed enclosed porch with two projecting bay windows. The west elevation has a shed-roofed projecting bay. The roof is asphalt shingle. According to the Sanborn Fire Insurance Maps (1926 and 1951) and based on the concrete block foundation, this house appears to have been moved to its current location. The property is not architecturally significant and does not meet Criteria Consideration B. It is recommended as not eligible for listing in the NRHP.

1350 Laurel Avenue, facing SE



1350 Laurel Avenue, facing SW

107 Hamline Service Road, (Field No. 026, RA-SPC-5826).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

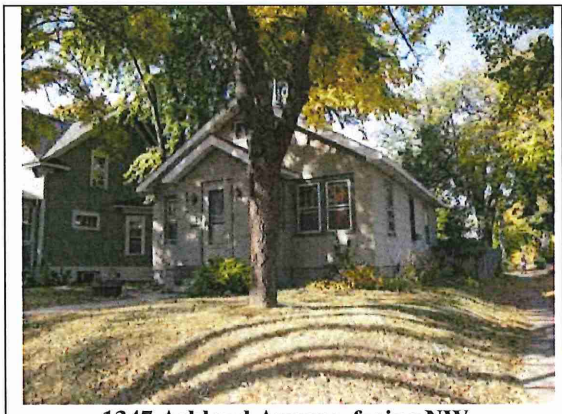
This property is a one-story, side-gable house with a projecting front gable. The foundation is concrete block, and the siding is wood lap and vertical board. The widows are two-over-two wood sash with aluminum storms. The south elevation has a gable-roofed projecting bay. The roof is asphalt shingle. There is a detached gable-roofed, two-car garage in the rear. The house was built in 1952. As a postwar in-fill in a pre-World War II neighborhood, the property is not associated in a significant way with events, trends, or persons in history, and Minimal Traditional styling is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.

107 Hamline Service Road, facing SE

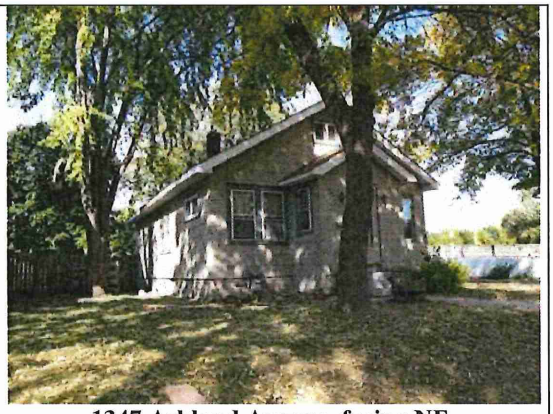
107 Hamline Service Road, facing SE

1347 Ashland Avenue, (Field No. 027, RA-SPC-5827).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-story, front-gabled house. The foundation is cast stone block, and the siding is asbestos. The windows are three-over-one wood sash with aluminum storms. The south elevation has a projecting gable-roofed entry. The roof is asphalt shingle. The house was built in 1931. Because its integrity has been compromised by replacement siding, the property has no potential to be eligible for listing in the NRHP.



1347 Ashland Avenue, facing NW



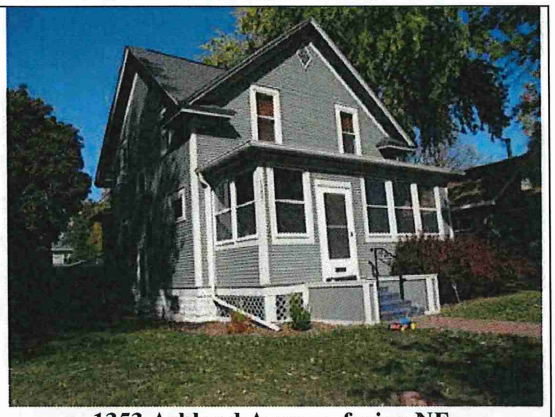
1347 Ashland Avenue, facing NE

1353 Ashland Avenue, (Field No. 028, RA-SPC-5828).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a two-story, cross-gabled house. The foundation is cast stone block, and the siding is wood false bevel drop. The windows are one-over-one wood sash with aluminum storms. The south elevation has a shed-roofed enclosed porch. The gables have return eaves. The roof is asphalt shingle.

The house was built in 1911 by Walker and Goodine (City of St. Paul n.d.). In the 1930s and 1940s the house was owned by J. Lannon (R. L. Polk and Company 1930 and 1940). The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.

1353 Ashland Avenue, facing NW

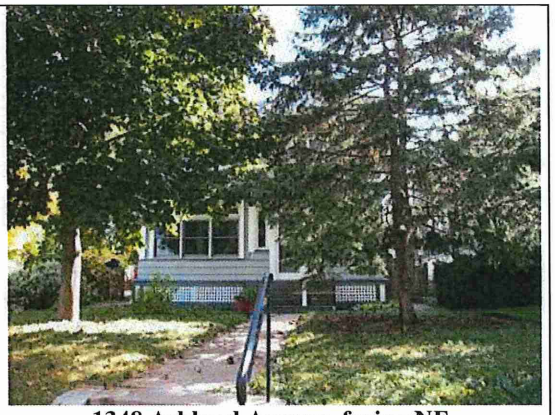


1353 Ashland Avenue, facing NE

1348 Ashland Avenue, (Field No. 029, RA-SPC-5829).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-and-a-half-story, side-gabled house. The foundation is obscured and the siding is a wide wood lap siding. The windows are one-over-one wood sash with aluminum storms. The north elevation has a shed-roof enclosed porch and a gabled dormer. The east elevation has a hipped-roof projecting bay. The gables have eave returns. The roof is asphalt shingle. The house was built in 1912 and has poor integrity due to replacement windows and siding and the enclosed porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

1348 Ashland Avenue, facing NW

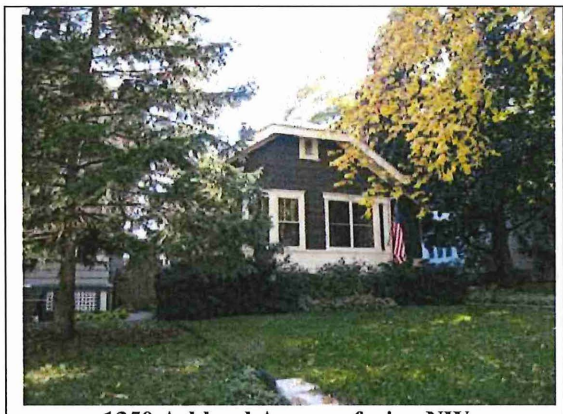


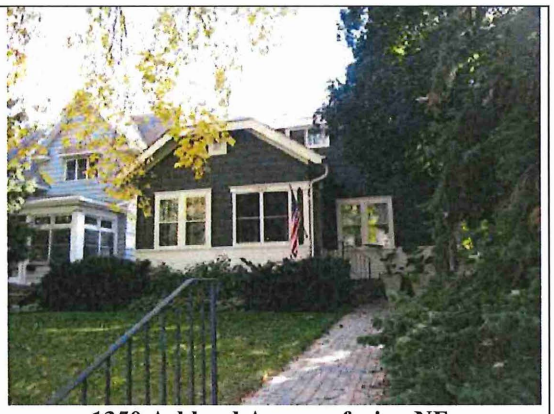
1348 Ashland Avenue, facing NE

1350 Ashland Avenue, (Field No. 030, RA-SPC-5830).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-and-a-half-story, front clipped-gabled house. The foundation is cast stone and the siding is wood lap and wood shingle. The windows are three-over-one wood sash with wood surrounds. The north elevation has a projecting clipped gable wing and entry. The west elevation has a clipped gable dormer and shed entry. The roof is asphalt shingle.

The house was built in 1919 by its owner Harold Carlsen [sic] (City of St. Paul n.d.). Mr. Carlson is listed as residing at the address in the 1920s (R. L. Polk and Company 1920). In the 1930s and 1940s, Mrs. Sarah Olsen resided at the address (R. L. Polk and Company 1930 and 1940). The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.


1350 Ashland Avenue, facing NW


1350 Ashland Avenue, facing NE

1356 Ashland Avenue, (Field No. 031, RA-SPC-5831).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-and-a-half-story, cross-gabled house. The foundation is cast stone and the siding is synthetic. The windows are replacement sash. The gables have return eaves. A hip-roofed enclosed porch is attached to the north elevation. The roof is asphalt shingle. The house was built in 1914 and has poor integrity due to replacement siding and windows and the enclosed porch. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

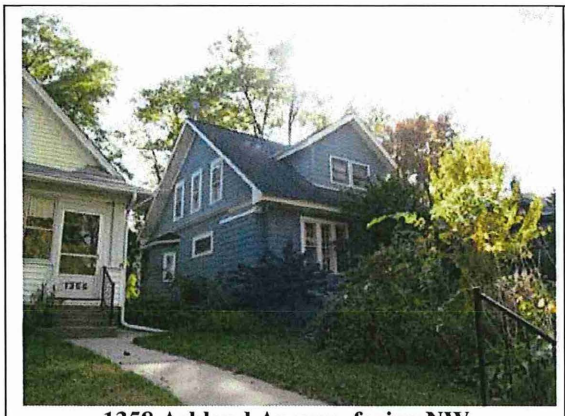
1356 Ashland Avenue, facing NW

1356 Ashland Avenue, facing NE

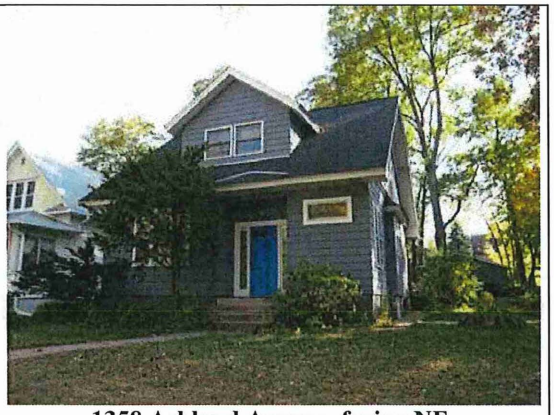
1358 Ashland Avenue, (Field No. 032, RA-SPC-5832).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-and-a-half-story, side-gabled house. The foundation is brick and the siding is synthetic. The windows are replacement sash. The north elevation has a recessed entry with sidelights and a gabled dormer. The south elevation has a shed-roofed dormer. The roof is asphalt shingle.

The house was built in 1909 by its owner M. J. Aalbeit [sic] (City of St. Paul n.d.) In the 1930s, John E. Garvick resided at the address (R. L. Polk and Company 1930). Samuel Handford resided at the address in the 1940s and 1950s (R. L. Polk and Company 1940 and 1950). The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.



1358 Ashland Avenue, facing NW

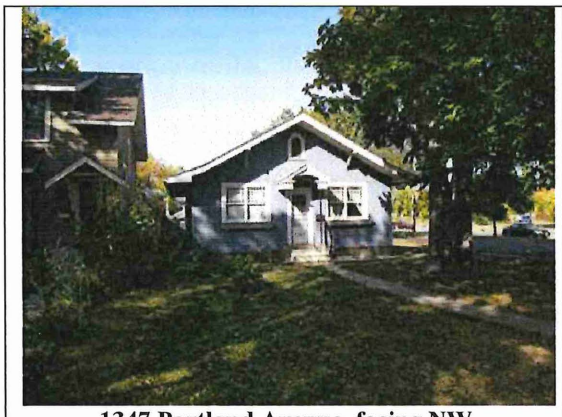


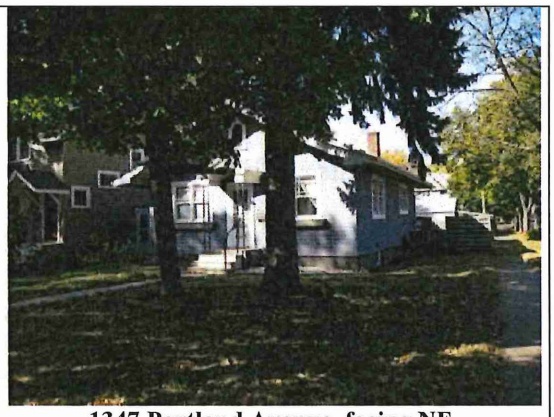
1358 Ashland Avenue, facing NE

1347 Portland Avenue, (Field No. 033, RA-SPC-5833).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-story, front-gabled Craftsman house. The foundation is covered with a skim coat and the siding is synthetic. The windows are paired Craftsman-style wood sash. The south elevation has a projecting pediment over the entry with metal poles. Other decorative elements include wide eaves and brackets in the eaves. The roof is asphalt shingle. There is a detached, hipped-roof, one-car garage in the rear.

The house was built in 1910 by owner and contractor Bulter Brothers (City of St. Paul n.d.). Earl F. Odell resided at the address in the 1920s, 1930s and 1940s. By the 1950s, his widow Mrs. Anva M. Odell was residing at the property. The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.


1347 Portland Avenue, facing NW


1347 Portland Avenue, facing NE

41 North Hamline Avenue, (Field No. 034, RA-SPC-5834).
SE ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a one-and-a-half-story, side-gabled 1939 house. The foundation is cast stone and the siding is synthetic. The windows are six-over-six wood sash. The east elevation has a central entry flanked by windows and two gabled dormers. The south elevation has a bay window. The roof is asphalt shingle. There is a detached, gabled, one-car garage in the rear. The house was built in 1939 and has poor integrity due to replacement siding. Because its integrity has been compromised, the property has no potential to be eligible for listing in the NRHP.

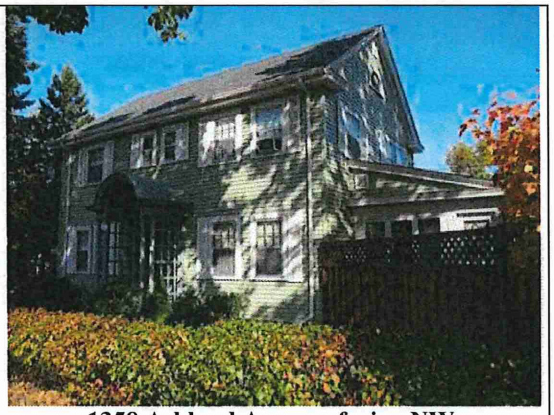
41 North Hamline Avenue, facing SW

41 North Hamline Avenue, facing NW

46 North Hamline Avenue, (Field No. 035, RA-SPC-5835).
SE ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a two-story, side-gabled Cape Cod house. The foundation is brick and the siding is steel. The windows are six-over-six wood sash with aluminum storms. There are two, six pane wood windows about the front entry. The west elevation has a projecting arched entry on wood columns and trellis. The south elevation has a shed-roof addition. The gables have return eaves. The roof is asphalt shingle. The house was built in 1922 and has poor integrity due to replacement siding. The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.

1358 Ashland Avenue, facing SW



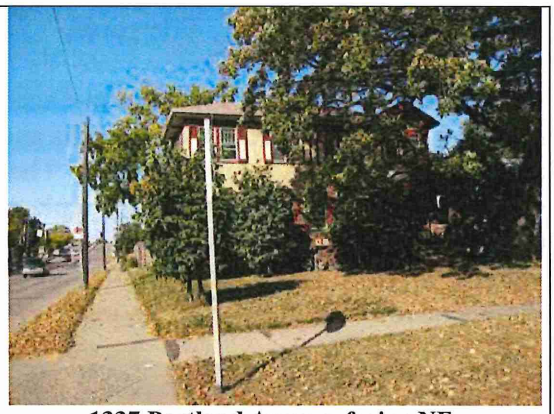
1358 Ashland Avenue, facing NW

1337 Portland Avenue, (Field No. 036, RA-SPC-5836).
NW ¼ of the SE ¼ of the NW ¼ of Section 3, T29N, R23W

The property is a two-story, hip-roofed, L-shaped duplex. The foundation is brick and the exterior is clad in stucco. The windows are six-over-one wood sash with aluminum storms. The south elevation has a projecting gabled bay and entry way. The first floor windows have decorative brick flower boxes and faux arches above. The second floor windows have decorative shutters. The north elevation has a projecting bay. The roof is asphalt shingle.

The duplex was built in 1927 by its owner and contractor S. Goldie (City of St. Paul n.d.). The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property is not associated in a significant way with events, trends, or persons in history, and it is architecturally undistinguished. The property does not meet any of the NRHP criteria, and it is recommended as not eligible for listing in the NRHP.


1337 Portland Avenue, facing NW


1337 Portland Avenue, facing NE

5.0 TRANSPORTATION CORRIDOR PHASE II EVALUATIONS

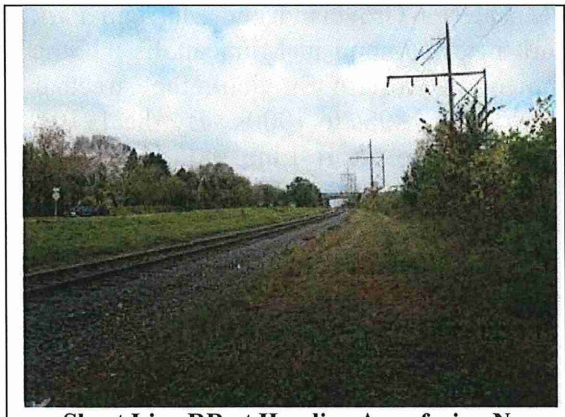
5.1 CHICAGO, MILWAUKEE AND ST. PAUL SHORT LINE RAILROAD

5.1.1 Description (Field No. 37; RA-SPC-5837)

Within the APE, the route of the Short Line Railroad follows a roughly southeast to northwest alignment, paralleling on its west side Ayd Mill Road, which was built as the Short Line Road in the early 1960s. At about Lexington Avenue, the railroad corridor leaves the project APE, turning east toward the Mississippi River, then following the river into downtown St. Paul. On the north end of the APE, the railroad continues in a northwesterly direction toward Minneapolis.

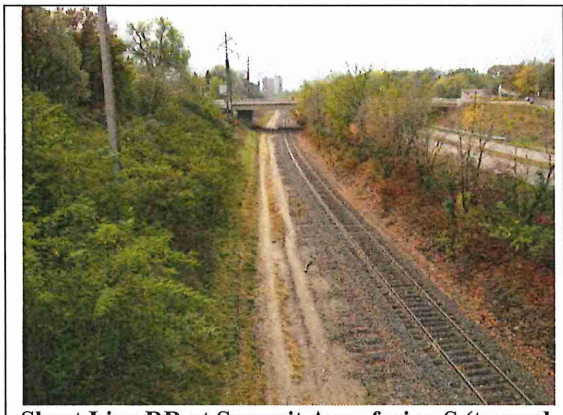
This combined transportation corridor is within a ravine formed by the former Cascade Spring, which has been channelized through storm sewers. The Short Line Railroad corridor is depressed below the surrounding grades as it runs through the ravine. A steep slope flanks the railroad to the east. The surrounding neighborhood is primarily single-family residential, and the houses were mainly built during 1900 to 1925. Apartment buildings are located along Hamline Avenue, and commercial buildings are north of Selby Avenue.

The railroad line is active, currently owned by Canadian Pacific. The railroad roadway profile within the depressed grade is a slightly raised roadbed with flanking ditches supporting a track structure consisting of crushed granite ballast, wood ties, and steel rails. There are no other railroad structures within the APE.

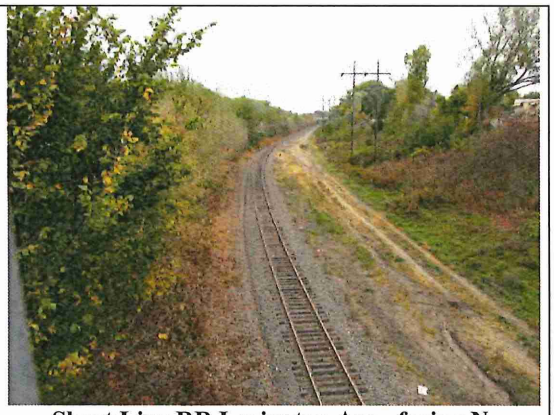


Short Line RR at Hamline Ave., facing N

Short Line RR at Hamline Ave., facing N



Short Line RR at Summit Ave., facing S (toward Grand Ave.)



Short Line RR Lexington Ave., facing N

5.1.2 Historical Background

As described in the historic context above, the CM&StP was a dominant railroad in Minneapolis and St. Paul by 1880. The railroad, however, entered each downtown on a separate route and lacked a direct connection between the two cities. In 1880, the CM&StP built a line between the downtowns of Minneapolis and St. Paul, including a new bridge across the Mississippi River. This "Short Line" supplemented the existing connections between the Twin Cities and served as a direct route between them. The CM&SP acquired right-of-way to lay down tracks for the Short Line on a stream bed within the ravine adjacent to John Ayd's Mill in St. Paul.

In addition to hauling freight, the Short Line railroad was an interurban passenger line serving the newly developing suburbs in the Macalester-Groveland and Merriam Park neighborhoods in St. Paul and the Prospect Park neighborhood in Minneapolis. If the Short Line helped initiate residential development in western St. Paul, the streetcar system triggered a transformation of the area during the 1890s to 1900s. By the 1910s, the Twin City Rapid Transit streetcar system made the Short Line redundant as a passenger route. It continued operating as a freight carrier and carried passenger trains between the Saint Paul Union Depot and the Milwaukee Road Depot in Minneapolis (Empson 2006:15; Ketz et al. 1997:23). As passenger service declined and was eventually discontinued during the mid twentieth century, the Short Line then carried only freight trains.

5.1.3 Evaluation

Per the guidelines in the Minnesota railroads MPDF (Schmidt et al. 2007), the Short Line railroad corridor within the project APE was evaluated for its potential to contribute to a railroad corridor historic district that is eligible for listing in the NRHP. The result of this evaluation is that the Short Line railroad corridor is recommended as not eligible for listing in the NRHP.

The Minnesota railroads MPDF specifies that a railroad corridor must meet one of four registration requirements to be eligible for listing in the NRHP as a railroad corridor

historic district. The Short Line corridor does not meet requirement number 1 because, when it was built in 1880, it did not open to settlement a region of the state with no roads or navigable rivers.

Regarding requirement number 2, the Short Line corridor provided transportation between significant manufacturing and commerce nodes: the downtown areas of Minneapolis and St. Paul. The Short Line corridor, however, did not establish a connection between the two nodes that did not previously exist, and although the CM&StP was a dominant carrier in Minneapolis, the Short Line was not the dominant route between the two downtown areas. Both the St. Paul, Minneapolis and Manitoba (later Great Northern) and the Northern Pacific railroads had earlier and more direct lines between the downtown areas in 1880.

The Short Line corridor does not meet requirement number 3 because it was not an influential component of Minnesota's transportation network and it did not make important early transportation connections. Directly connecting Minneapolis and St. Paul was important to the state's transportation network, and this connection was well established by 1880.

Finally, the Short Line corridor does not meet requirement number 4 because it did not provide a critical link between railroad corridors that led to a significant expansion of operations. The Short Line provided a more direct and efficient connection between the CM&StP's Hastings and Dakota division, which terminated in Minneapolis, and its River Division, which terminated in St. Paul. This connection, though round-about through Mendota, already existed.

Because the Short Line railroad corridor does not meet any of the registration requirements of the Minnesota railroads MPDF, it is not eligible for listing in the NRHP.

5.2 SHORT LINE ROAD

5.2.1 Description (Field No. 38; RA-SPC-5838)

Ayd Mill Road was known as Short Line Road from the early 1960s when it was built until 1993 when it was renamed. The four-lane divided urban expressway has mostly grade-separated intersections and runs from a connection with Selby Avenue in a southeasterly direction approximately 1.6 miles to Jefferson Avenue (see Figure 2). The setting of Short Line Road includes the former Chicago, Milwaukee and St. Paul (currently Canadian Pacific) railroad line that runs parallel to the east side of the road. The surrounding neighborhood is primarily single-family residential, and the houses were mainly built during 1900 to 1925. Apartment buildings are located along Hamline Avenue, and commercial buildings are north of Selby Avenue (photographs for the Short Line Corridor are located at the end of Section 5.2.1).

As described by Marriott (2010) in his "Guide to Historic Roads," a roadway can be broken down into three parts: the road, the roadside, and the setting; and each of those parts consist of multiple components. The road is "the physical construction or resource

that has been designed or traditionally used for the movement of people and goods" (Marriott 2010:11). In the case of Short Line Road, the road measures approximately 72 feet wide and consists of a four-lane divided travelway with a center median and flanking curbs. The horizontal alignment of the road is curved at the south and north ends, resulting in a reverse S-curve for the overall alignment. The travelway is divided into northbound and southbound, each consisting of a 26-foot wide asphalt-paved area striped with two drive lanes. A 4-foot wide median planted with grass is set between the northbound and southbound travelway, and low concrete curbs line the travelway and median. There are no gutters or shoulders.

The immediate roadside elements of Short Line Road include seven bridges, each with on-off ramps (described below). Along the east side of the road corridor, a 10-foot wide strip of right of way is planted with grass and slopes down toward the railroad. Other elements include guardrail-type barriers, cobrahead street lights, and standard directional, warning, and regulation signs.

Short Line Road was built within a ravine formed by Cascade Spring, which has been channelized in an underground aqueduct. Because it was built in ravine, the road corridor has a natural grade separation from cross streets. The main cross streets are carried over the roadway by a series of bridges. Ramped on-off ramps connect the limited-access roadway at Jefferson and Selby avenues, and a combination of half ramps and half at-grade intersections provide access at St. Clair, Grand and Hamline avenues. Ramps connecting the roadway with I-35E were built in 1992 but are not currently open. The corridor also includes one at-grade signalized intersection at Ashland Avenue.

The corridor is crossed by seven bridges, located at Selby Avenue, Hamline Avenue, Summit Avenue, Grand Avenue, St. Clair Avenue, Lexington Avenue, and Jefferson Avenue. Four of the bridges were built or rebuilt after the Short Line Road construction was completed and, therefore, had no potential to contribute to a historic district associated with the development and construction of Short Line Road. Those bridges, therefore, are not described or further evaluated below.

- Selby Avenue Bridge (No. 62564) was built in 1993.
- St. Clair Avenue Bridge (No. 62505) was built in 1903 and rebuilt in 1989.
- Lexington Avenue Bridge (No. 62511) was built in 1964 and rebuilt in 1984.
- Jefferson Avenue Bridge (No. 62517) was built in 1970.

Of the seven bridges within the Short Line Road corridor, three had potential to contribute to a potential historic district. The bridges were built as part of the Short Line Road construction project during 1961 to 1964. Because the bridges were previously found to be not eligible for listing in the NRHP by Mn/DOT, they were not evaluated for individual eligibility by the current study but were evaluated as potential contributors to the Short Line Road corridor.

Hamline Avenue Bridge. Bridge No. 62502, locally known as the Hamline Avenue Bridge, is owned by the City of Saint Paul, and it carries Hamline Avenue (MSAS 145)

over Ayd Mill Road and the Canadian Pacific railroad corridor (formerly the CM&StP Short Line). The structure consists of four main spans and five approach spans, measuring a total of 394.1 feet. The bridge is oriented north-south over the road and railroad and is surrounded by residential properties.

The four main spans are concrete and steel beam spans, the longest measuring 90 feet. The spans consist of a series of steel I-beam stringers supported by concrete box beams resting on concrete piers. The spans have a vertical clearance of 18.2 feet on the northbound (east) side and 17.5 feet on the southbound (west) side. The deck is cast-in-place concrete and measures 60.5 feet in width. The roadway is 48-feet wide with a 4-foot median, and it is flanked by a 4.7-foot sidewalk on the west side of the deck, and a 1-foot walkway on the east side. The five approach spans are steel beam spans that consist of steel I-beam stringers supported by steel I-beams resting on steel piers with concrete footings. The superstructure of the approaches is the same as the main spans. The spans are supported by concrete abutments and wingwalls. Hamline Avenue, which is approximately at grade with Ayd Mill Road, achieves the grade separation via earthen ramps with concrete walls.

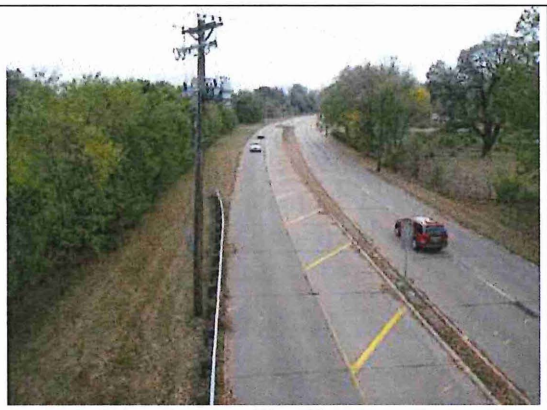
Summit Avenue Bridge. Bridge No. 62504, locally known as the Summit Avenue Bridge, is owned by the City of Saint Paul and carries Summit Avenue over a broad ravine, through which travels Ayd Mill Road and the Canadian Pacific railroad. The structure consists of three main spans and one approach span, measuring a total of 214 feet. The bridge is oriented east-west and is surrounded by residential and commercial properties.

The three main spans are concrete and steel beam spans, the longest measuring 86 feet. The spans consist of a series of steel I-beam stringers supported by concrete box beams resting on concrete piers. The spans have a vertical clearance of 16.1 feet on the northbound (east) side and 17 feet on the southbound (west) side. The deck is cast-in-place concrete and measures 101.6 feet in width. The roadway is 64-feet wide with a 20-foot median, and it is flanked by 7-foot sidewalks on both sides. The approach span, which crosses over the railroad, is a steel deck girder that consists of a series of rectangular panels joined by riveted flanges and cover plates positioned above and below the girder. The superstructure of the approach span is the same as the main spans. On each end, the bridge is supported by rough-cut stone abutments that are associated with an earlier bridge that carried Summit Avenue over the railroad and ravine.

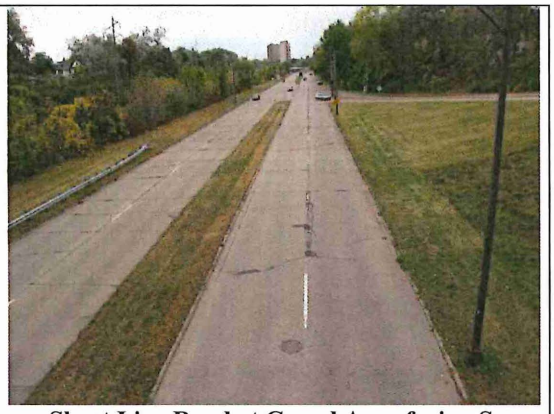
Grand Avenue Bridge. Bridge No. 62507, locally known as the Grand Avenue Bridge, is owned by the City of Saint Paul and carries Grand Avenue over a broad ravine, through which travels Ayd Mill Road and the Canadian Pacific railroad. The structure consists of four main spans and one approach span, measuring a total of 241 feet. The bridge is oriented east-west and is surrounded by residential and commercial properties.

The four main spans are concrete and steel beam spans, the longest measuring 82.4 feet. The spans consist of a series of steel I-beam stringers supported by concrete box beams resting on concrete piers. The spans have a vertical clearance of 16 feet on the

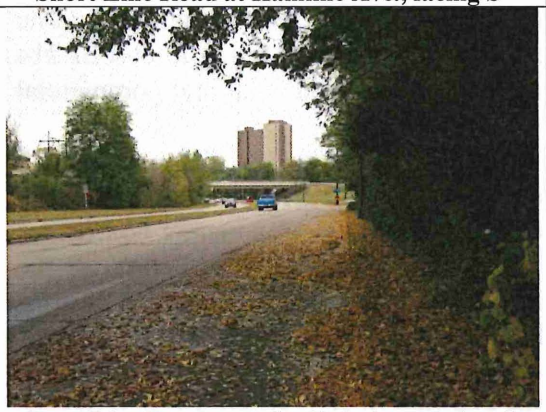
northbound (east) side and 16.5 feet on the southbound (west) side. The deck is cast-in-place concrete and measures 73 feet in width. The roadway is 54-feet wide, and it is flanked by 7.8-foot sidewalks on both sides. The approach span, which crosses over the railroad, is a steel deck girder that consists of a series of rectangular panels joined by riveted flanges and cover plates positioned above and below the girder. The superstructure of the approach span is the same as the main spans. On each end, the bridge is supported by concrete abutments.



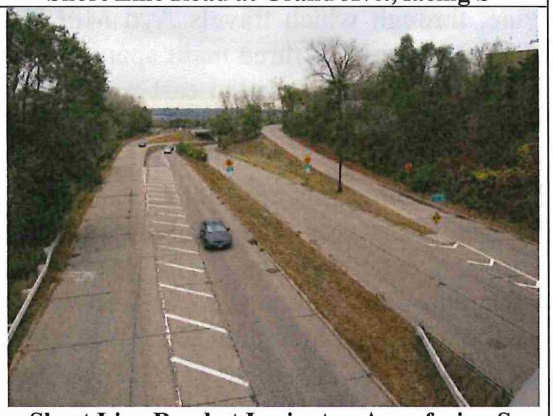
Short Line Road at Hamline Ave., facing S



Short Line Road at Grand Ave., facing S

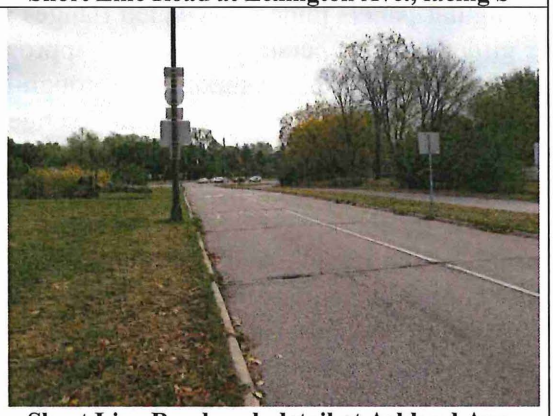


Short Line Road near St. Clair Ave., facing S

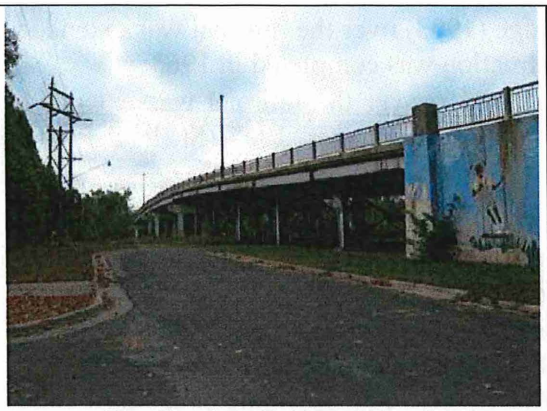


Short Line Road at Lexington Ave., facing S

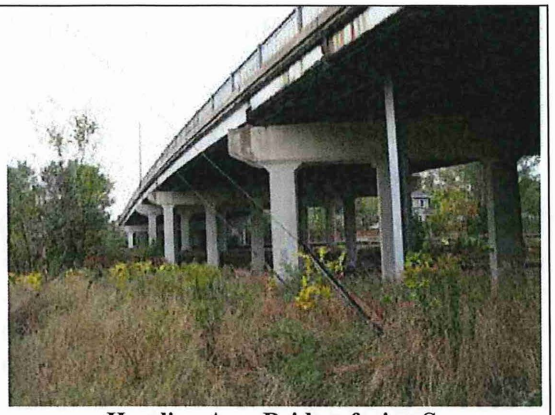
On-off ramp at Grand Ave., facing S



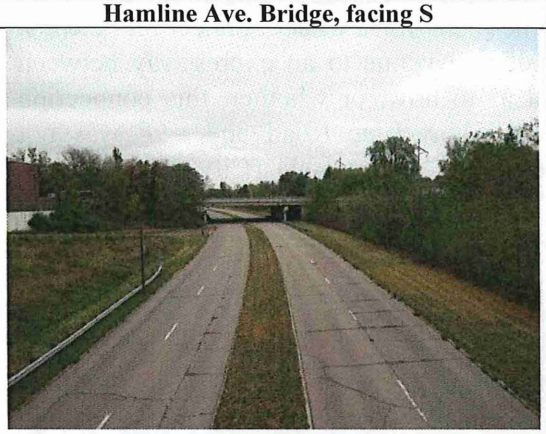
Short Line Road curb detail at Ashland Ave.



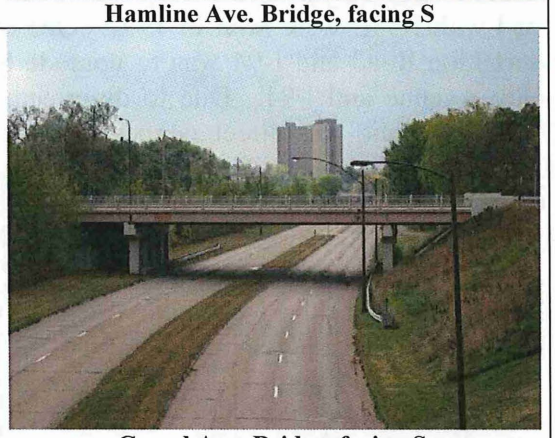
Hamline Ave. Bridge, facing S



Hamline Ave. Bridge, facing S



Summit Ave. Bridge, facing N



Grand Ave. Bridge, facing S

5.2.2 Historical Background

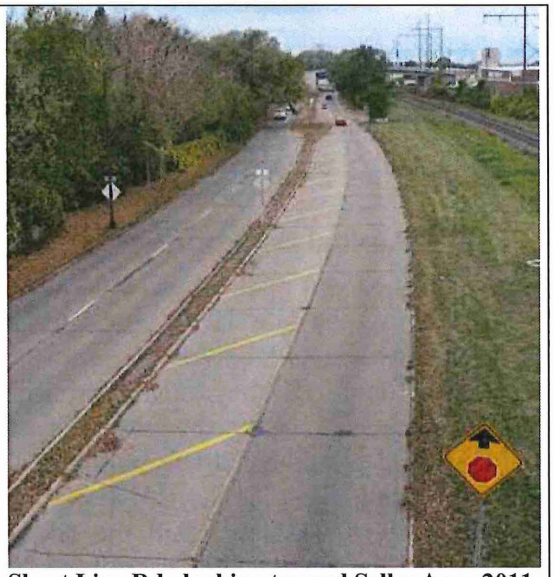
Short Line Road was planned and built as part of a broader road construction program in St. Paul during the late 1950s through the 1960s. As city Public Works engineers coordinated with state Highway Department engineers during the planning for Interstate Highways 94 and 35E, they envisioned a limited-access expressway directly connecting the two interstates. A northwest-southeast running ravine formed by Cascade Creek would provide a suitable grade, and the City could acquire right of way from fewer landowners and cause less disruption than if the road were built through existing neighborhoods. This route had the added benefit of relieving traffic on Lexington Avenue, Snelling Avenue, and other north-south streets. Roadway construction began in 1961, and the road and on-off ramps were completed between Selby Avenue and Hamline Avenue in 1962, then Hamline to St. Clair in 1964. Palda & Sons, Inc. was the construction contractor for the roadway (St. Paul Public Works Department 1965). Multiple bridges were built or remodeled as part of the road construction.

- Hamline Avenue Bridge—a new bridge was built; construction was completed in 1962.
- Summit Avenue Bridge—a new bridge was built, replacing the earlier 1897 bridge; construction was completed in 1963.
- St. Clair Avenue Bridge—the existing bridge (1903) over the railroad was extended, reinforced, and re-decked; construction was completed in 1963.

- Grand Avenue Bridge—the existing bridge (1903) over the railroad was extended and streetcar tracks were removed; construction was completed in 1963.
- Lexington Avenue Bridge—the existing bridge over the railroad was extended, reinforced, and re-decked; construction was completed in 1964 (St. Paul Public Works Department 1965:32).

The great majority of Short Line Road and associated bridges was completed by 1964. Several years later in 1970 the bridge carrying Jefferson Avenue was built. Although the road was intended to provide a direct connection between I-94 and I-35E, the connection was never completed. On the south end, connection with I-35E had to await completion of the interstate, then further study regarding the environmental impacts to the surrounding neighborhood during the 1970s and 1980s. Ramps connecting Short Line Road with I-35E were built in 1992. One of the plans for a direct connection between Short Line Road and I-94 was to upgrade Snelling Avenue to an expressway between Selby Avenue and I-94. Due to disagreement as to how, or whether, this connection should be built, the direct connection between Short Line Road and I-94 was not completed. Short Line Road was renamed for John Ayd in 1993 (City of Saint Paul 2005:1-1–1-2; Empson 2006: 15, 16 and 245; Telephone conversation with Roy Grieder, 2 November, 2011; Anderson 1963; Avery 1963).

Short Line Rd., looking toward Selby Ave., 1965


Short Line Rd., looking toward Selby Ave., 2011

5.2.3 Evaluation

Comparable Studies

The Short Line Road corridor from Selby Avenue to Jefferson Avenue was evaluated for its potential to be a transportation corridor historic district. A statewide context and NRHP eligibility requirements have not been developed for roads. To begin developing a preliminary framework for evaluating roads for NRHP eligibility, the Principal Investigator reviewed several documents addressing historic roads and other historic linear properties. These sources include the Minnesota railroads MPDF (Schmidt et al.

2007); *Highways to the Sky: A Context and History of Colorado's Highway System* (Associated Cultural Resource Experts [ACRE] 2002); *Iowa's Historic Automobile Roads: A National Register Study of Pre-1948 Arterial Highways* (Ingalls 2009); *The Preservation Office Guide to Historic Roads* (Marriott 2010); and the historic context *Minnesota Bridges, 1955-1970* (Mead &Hunt 2011). Although these documents do not provide comprehensive criteria for evaluating historic roads, each offered insights to establishing a historic roads evaluation framework.

Because *Railroads in Minnesota, 1862-1956* (Schmidt et al. 2007) was written in MPDF format, the document includes statewide historic contexts and specific eligibility requirements for historic railroads. This document introduced the concept of railroad corridor historic district. Although this concept is specific to railroads, it provides a framework for understanding linear property types, the elements that contribute to them, and requirements for historic integrity. The eligibility requirements from the railroads document were used as a starting point for a historic roads evaluation framework because both address linear transportation systems.

The *Context and History of Colorado's Highway System* (ACRE 2002) offers general criteria for evaluating highways. It states that highways are most likely to be eligible under NRHP Criterion A for association with broad historical patterns. Rarely, a highway may be associated with a specific event under Criterion A. The document further states that highways will rarely meet Criterion B or Criterion D. Regarding Criterion C, the study states that a highway may be significant as a distinctive example of a type, period, or method of construction. This study provides a detailed discussion regarding integrity for historic highways, and although it does not use the term "corridor," the study generally encourages highways to be evaluated as such. A highway may retain integrity as a whole even if individual elements or segments have lost integrity. For example, if a short stretch of highway has been straightened or if bridges have been replaced, or if pavement has been replaced with similar materials, the integrity of the whole highway may remain intact.

Regarding period of significance, the Colorado study states that, typically, a highway's significance is related to its initial construction and early years of service because, during that time, the highway met the need for which it was built. Furthermore, during its early years, a highway would have had "its most definable effects on the economy and culture of [its] service area" (ACRE 2002:10-8).

Iowa's Historic Automobile Roads (Ingalls 2007) addresses the engineered cross-section of highways within right of way boundaries that were built prior to 1948. This document borrows heavily from the Colorado study in its evaluation methods. The document identifies numerous factors to consider during Phase I surveys that can be applied to road corridors (Ingalls 2009:11). The factors generally relate to assessing if the road: was an early or transitional design type, use of materials, or construction method; reflects a specific design solution; is clearly associated with a significant designer, builder, or contractor; was the first road of its type to be built in an area or was an important part of the roads network.

The *Preservation Office Guide to Historic Roads* (Mariott 2010) provides general guidance for evaluating historic roads. Although the document does not list specific evaluation criteria for NRHP eligibility, it provides an overview of historic periods of road construction and identifies three road types, aesthetic, engineered, and cultural. In addition, the document provides a detailed description of the components and individual elements of historic roads. As discussed above (5.2.1 Description), a historic road can be understood as three basic components: the road itself, the roadside, and the setting. Each component, in turn, consists of individual elements, such as the travelway, pavement, and curbs. To begin to establish standard terminology in describing and evaluating historic roads, the evaluation of Short Line Road uses terms consistent with those of the *Guide to Historic Roads.*

The document *Minnesota Bridges* (Mead & Hunt 2011) offers historic contexts that, although focused on bridges, include useful information regarding highway construction during the period from World War II to 1970. The document also provides evaluation criteria for bridges during the postwar era that are applicable to roads under NRHP Criterion A in the areas of transportation, social history, conservation, and community planning and development. In the area of transportation, the increased construction and improvement of local, state, and national road networks in response to urban and suburban development following World War II is a key theme. The study identified six specific trunk highway routes that are significant in the area of transportation during the postwar period. In the areas of social history, conservation, and community planning and development, a road may be significant if its design reflects a transportation solution to population growth or to the avoidance of impacts to resources. A road should be evaluated within the context of the broader transportation network, and the road's features, termini, and integrity should be considered. It also notes that individual structures, such as bridges, are not likely to convey this significant theme unless they stand out within the larger transportation network.

Synthesis and Evaluation

Without additional historic context development and case studies, definitive criteria for evaluating roads for NRHP eligibility could not be developed. It is generally agreed in the literature that roads may meet NRHP Criterion A but that Criterion B or D is unlikely. Although a road corridor could meet Criterion C, it is more likely that individual structures, such as bridges, will meet this criterion. Roads should be evaluated as corridors and may be eligible as historic districts encompassing all elements within the right of way. A district will extend between two termini based on the road's historic context and construction sequence. A road segment can then be evaluated as contributing or non-contributing to the larger corridor. Integrity should be assessed for the whole corridor, and if the integrity of individual elements or short segments is compromised, the whole corridor may still retain integrity.

The evaluation of Short Line Road for NRHP eligibility was based on the historic contexts "development of the modern highway network in Minnesota" and "transportation in St. Paul" during the period 1940 to 1970.

Urban expressways during the post-World War II era, unlike rural highways, were expected to provide,

> "...connections between the central business district and important state and federal highway routes, major cross-town movements through partial or complete loops, an innermost expressway loop around the core of major metropolitan areas, and provision of interchanges between freeways and the central business district" (Mead & Hunt 2011:21).

By altering and improving traffic flows and making new transportation connections, urban freeways and expressways were seen as having "tremendous influence on the urban complex of business, property, and most important, people" (Civil engineer Eugene Maier quoted in Mead & Hunt 2011:21). Therefore, for an urban freeway or expressway to meet NRHP Criterion A in the area of Transportation, the road should have fulfilled one or more of the following functions in a significant manner.

1. The roadway connected a central business district with important federal or state highways and, therefore, helped to facilitate automotive travel between the central city and the areas to which it is linked economically (urban, suburban or rural)
2. The roadway provided new traffic movements, such as cross-town or bypass, that relieved traffic congestion or stimulated new commercial, industrial, or residential development.
3. The roadway was influential in the development of the statewide transportation network following World War II.

The Short Line Road is generally associated with post-World War II transportation planning. As described above, roads, particularly highways and expressways, were given priority in programming and funding during this era. The Short Line Road was built during the early 1960s to provide a more direct link between I-94 and I-35E than the Capitol Interchange, which was being built in the northwest quadrant of downtown St. Paul. In this regard, Short Line Road is associated with Number 2 above because it was intended to serve as a bypass around an area with potential for traffic congestion. Because the connection to I-94 was never made and the connection to I-35E came many years later in 1992, the Short Line Road did not provide the intended link and, therefore, did not serve to relieve traffic congestion or stimulate commercial, industrial, or residential development. Furthermore, Short Line Road did not make a connection with St. Paul's central business district and was not an influential component in the state's transportation network. For these reasons, Short Line Road does not meet Criterion A.

Short Line Road is not associated with persons significant in history. The road and associated bridges were designed by staff of the St. Paul Public Works Department and have not been identified with any single engineer or planner. Therefore, Short Line Road does not meet Criterion B.

Regarding Criterion C, AASHO guidelines for freeway and expressway design were developed in the mid 1950s: rural highways in 1954, interstate highways in 1956, and

urban arterial highways in 1957. A limited-access highway designed and built during the approximate period 1952 to 1958 may be associated with the development of national design standards or may represent an important transition in highway design. Designed and built during the early 1960s, Short Line Road is not associated with this important transitional period in highway design.

The Short Line Road does not embody distinctive characteristics of a type, period, or method of construction. The engineering for grade-separated, limited-access roadways was developed prior to World War II, and designs for urban expressways were standardized by the late 1950s. Short Line Road's road and bridges, individually and collectively, are modest in design and did not require special engineering considerations. As noted above, the roadway and bridges do not represent the work of a master (engineer, architect or builder). For these reasons, the Short Line Road does not meet Criterion C.

Finally, the Short Line Road is not likely to yield information important in history. The elements of the corridor are standard in design and were built during a period for which the written record is voluminous. Therefore, the Short Line Road does not meet Criterion D.

6.0 SUMMARY OF RECOMMENDATIONS

The City of St. Paul is proposing to replace the Hamline Avenue bridge over Ayd Mill Road. In compliance with Section 106 of the National Historic Preservation Act, Summit completed a study to identify whether any historic resources were present within the project APE. The project APE encompasses the project area, plus nearby properties for which there would be a visual change resulting from the project.

The Phase I survey identified 36 residential properties, one railroad corridor, and one automobile corridor. None of the residential properties is recommended as eligible for listing in the NRHP. The two transportation corridors were evaluated at the Phase II level as potential historic districts. The Short Line railroad corridor and the Short Line Road corridor are both recommended as not eligible for listing in the NRHP.

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APPENDIX A: LIST OF PROJECT PERSONNEL

Principal Investigator	Andrew J. Schmidt, M.A.
Project Architectural Historian	Renée L. Hutter, M.F.A.
GIS/Graphics Specialist	Renée L. Hutter, M.F.A.