

United States Department of the Interior
National Park Service



1028

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Upper Twin Falls Bridge

other names/site number N/A

2. Location

street & number Upper Twin Falls Road over the Menominee River not for publication

city or town Breitung Township, MI; Town of Florence, WI vicinity

state Michigan/ Dickinson, MI 048/ 49801/
Wisconsin code MI/WI county Florence, WI code 037 zip code 54121

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Wendy J. Stanton 10/19/12
Signature of certifying official/Title Date

MI SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Michael J. Adams Aug 7, 2012
Signature of commenting official Date

State Historic Preservation Officer - Wisconsin
Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain:)

Jon Edson H. Beall 12.12.12
Signature of the Keeper Date of Action

Upper Twin Falls Bridge

Dickinson Co., MI
Florence Co., WI
County and State

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only one box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- Private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
		buildings
		district
		site
3		structure
	1	object
3	1	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

Transportation/Road-related (Vehicular)

Vacant/Not in Use

Recreation and Culture / monument/marker

Recreation and Culture / monument/marker

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

Other: Camelback through truss bridge

foundation: Concrete

walls: N/A

roof: N/A

other: Steel (trusses)

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Upper Twin Falls Bridge is a 1910-11 camelback steel through truss structure built by the Central States Bridge Company of Indiana. It spans the channel of the Menominee River on the Michigan-Wisconsin border. The truss structure has a length of 145 feet and width of sixteen feet. The nominated property includes the metal truss structure itself and a causeway system that, crossing the rest of the river, includes a causeway leading to the bridge from the Michigan shore of the river and additional stretches of causeway between the bridge and the Wisconsin side of the river. The bridge and causeways cross a wide stretch of the river that, known as Badwater Lake, backs up behind the dam associated with the Twin Falls Hydroelectric Facility. The overall length of the nominated bridge, causeways, and roadway crossing the island is about 1850 feet, with about 1155 feet of that comprised of causeways and about 450 feet the island crossing. The nomination also includes a 1922 monument (non-contributing) to Dickinson County road engineer Gilbert Vilas Carpenter, killed in World War I, and a short section of road located at the east end of the east (Michigan) causeway.

Narrative Description

The bridge and causeway system span the Menominee River about one-half mile upstream (northwest) from the Twin Falls Dam and Hydroelectric Facility. The heavily wooded location is about four miles north of Iron Mountain, Michigan. The bridge and causeways resulted from the construction of the Upper Twin Falls Dam and Hydroelectric Plant. The structures span a part of the river whose level was raised about twenty-five feet when the dam and hydroelectric plant was built. Upper Twin Falls, located almost directly below the current bridge site, was covered by the river's rising waters. The abandoned roadway angles off Dickinson County Road 607, which runs along the present Michigan shore of the river/Badwater Lake. The earthen causeways are about twenty-four feet across at their tops and rise an average of six to eight feet above water level. The maximum height of the fill for the causeways appears to be about twenty-five feet. The deteriorated asphalt-surfaced roadway remains in place, except for several washouts, across the entire structure. A segment of old cable guardrail, constructed using heavy cedar posts and thick steel cables, is located along the north side of the road up to the bridge. Parts of the guardrail are still visible, though they have collapsed and lie along the roadside.

From the Michigan (east) end, the nominated bridge and causeway system is comprised of the following:

- A short piece of road (about one hundred foot length) at the Michigan end of the causeway that divides to form two sides of a small triangle of land between them containing the Carpenter Monument (the triangular plot and monument are included in the nominated property);
- An earthen causeway about 230 feet in length from the Michigan shore to the east abutment of the truss bridge structure;
- The 145-foot long camelback truss bridge, which spans the Menominee River channel. The Michigan-Wisconsin border runs down the center of the river at this point, so that one-half of the span is in each state.
- A second 250-foot long earthen causeway from the bridge's west end to the east side of an island in the Wisconsin part of the river;
- The 450-foot long segment of the road crossing the island in an east-west direction;
- A final earthen causeway 675 feet long connecting the island to the west (Wisconsin) shore of the river.

The bridge itself is a single-span eight-panel steel camelback through truss bridge with pin-connected members and is attached to concrete abutments by roller nesting bearings. The main vertical members are built-up L-channels, pin-connected to the top and bottom chords. Riveted V-lacing provides additional support between the L-channels. Built-up L-channels with riveted cover plates and some V-lacing make up the top chord of the bridge. The bottom chords consist of

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punched eyebars that are pin-connected to the vertical members. The floor beams are heavy steel I-beams with single-member cross-bracing between each set of stringers.

The portal and sway bracing are comprised of single-channel members. These are connected to the top chord and vertical members by riveted gusset plates. The majority of the diagonals of the bridge are paired loop-welded eyebars that provide the tensile strength for the bottom chords, as well as for the cross members. Within the center panel, however, steel rods with turnbuckles create the diagonal and counter members. Dimensions of the eyebar diagonals increase at the outer panels.

The deck is of poured concrete with steel reinforcement bars and concrete curbing – the concrete deck and curbs show in early photographs. Drainage holes, evenly spaced along the curbs, and steel railings with lattice supports are original. The deck was repaired several times over the years with a surface of asphalt, but the original concrete and steel reinforcement bars are visible where the asphalt surface has disappeared.

Left without maintenance since the bridge was closed in 1971, the bridge is in deteriorated condition, with large holes in the deck and portions of the curb missing. Along the bridge's north side, one section of the lattice railing is missing. The Wisconsin bridge approach has a large washout. The steel members appear in good condition, with the only damage being on the western portal that was bent, presumably from a large vehicle. In the past, attempts have been made to close off access to the bridge, including the construction of a large barricade at the end of the road and the addition of a wire fence at each approach to the bridge.

A small grassy plot in the triangular intersection of Upper Twin Falls Road with County Road 607 at the east (Michigan) edge of the nominated property contains a granite boulder monument, with rectangular bronze plaque, in memory of Gilbert Vilas Carpenter, Dickinson County Road Engineer at the time the bridge was built. The monument is non-contributing. The plaque contains the following text:

IN MEMORY OF
GILBERT VILAS CARPENTER
BORN 1873 DIED 1918
ROAD ENGINEER FOR DICKINSON COUNTY, MICHIGAN, 1906 TO 1918

DURING THE SPANISH AMERICAN WAR
HE WAS ASSISTANT SURGEON WITH RANK OF CAPTAIN
ATTACHED TO THE 34TH MICHIGAN VOLUNTEER INFANTRY
WITH ACTIVE SERVICE IN THE SANTIAGO CAMPAIGN.

HE WAS A BUILDER OF ROADS
FOR THE GOVERNMENT OF THE UNITED STATES AT CAMP GRANT, ILLINOIS,
AND IN PORTO RICO IN 1917 AND 1918.

RETURNING FROM SAN JUAN ON THE STEAMSHIP CAROLINA,
HE WAS LOST BY THE OVERTURNING OF A LIFE BOAT
AFTER THE SHIP HAD BEEN SUNK BY A HOSTILE SUBMARINE.
HIS DEATH IN THE PATH OF DUTY WAS IN KEEPING WITH HIS LIFE.

THE ROADS OF DICKINSON COUNTY THAT HE BUILT
ARE EVIDENCE OF HIS SKILL AS AN ENGINEER,
BUT HIS UPRIGHTNESS AND HIS GENIAL PERSONALITY
ARE RECORDED ONLY IN THE HEARTS OF THOSE WHO KNEW HIM.

THIS MONUMENT WAS ERECTED IN THE YEAR A.D. 1922
BY THE ROAD COMMISSION OF DICKINSON COUNTY
AND THE MEMBERS OF THE STATE HIGHWAY DEPARTMENT OF MICHIGAN.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

Engineering

Period of Significance

1910-11

Significant Dates

1910

1911

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Torkelson, Martin W.

Central States Bridge Company

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

Period of construction of the complex of structures.

Criteria Considerations (explanation, if necessary)

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N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The 1910-11 Upper Twin Falls Bridge meets national register criterion C under Engineering at the state level of significance as an early example and one of very few metal camelback truss bridges surviving in the states of Michigan and Wisconsin. The nominated property includes an earth-fill causeway system that, carrying the road across low places in the quarter-mile wide Badwater Lake, a wide stretch of the Menominee River impounded by a hydroelectric project dam, possesses local historic significance as a substantial highway engineering project at its time of construction.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The Upper Twin Falls Bridge resulted from plans to construct a new highway bridge crossing the Menominee River on the county road connecting Iron Mountain, Michigan, to Florence, Wisconsin. The new bridge was to be located at a point about 250 feet upstream (north) of the old one near Lower Twin Falls. In 1909 the Dickinson County (MI) Board of Road Commissioners and the Bridge Committee of Florence County (WI) created a Joint Committee to direct the project. The 145-foot long bridge was designed by engineer M. W. Torkelson of the Wisconsin Geological and Natural History Survey's Highway Division, with the plans dated July 7, 1909. The Central States Bridge Company of Indianapolis, Indiana, was awarded the contract on July 17 for the price of \$5016, with construction to be completed by October 31st.¹

Before the new bridge was built at the designated site, the Iron Mountain Electric Light & Power Company proposed to build a new Twin Falls Hydroelectric Project on the Menominee River to generate electric power to serve the area's growing demands, led by the iron mines, which were switching to electricity as the primary power source. A Twin Falls Land Company was established to purchase the needed property and water rights. The plant's dam was to be built just downstream from the new bridge's site, so that the reservoir to be impounded behind it would rise nearly twelve feet above the proposed level of the new bridge's deck. The Peninsula Power Company, incorporated early in 1911 to construct and operate the plant, assumed the Twin Falls Land Company assets by early May. Construction of the hydroelectric project was begun in July 1911, and the completed plant placed in operation late in December 1912.²

As a result of the planned hydroelectric power development, the location for the bridge was moved a short distance north to the Upper Twin Falls. The Central States Bridge Company constructed the planned bridge at the new location in 1910-1911, with the Twin Falls Land Company agreeing "to pay the difference of cost of erecting the bridge at a new site (the Upper Twin), to rebuild as much road as the water may overflow and to deed to the counties such right of way as may be required in rebuilding."³ At a November 29, 1911, meeting of the Dickinson County Board of County Road Commissioners, it was reported that the new bridge and the roads being built by the Twin Falls Land Company under county direction were all finished.⁴

Though not a massive project by today's standards, the construction of the quarter-mile long causeway system, which required earth fill embankments about twenty-five feet across at the top and up to about twenty-five feet in height to span the broadened river that would back up behind the dam would seem to constitute a locally significant piece of civil engineering for the day. Construction photographs in possession of the Dickinson County Road Commission show that the long earthen approach on the Wisconsin side was constructed by using a narrow-gauge railroad line with a small steam locomotive to pull side-dumping flatcars that were filled from a borrow pit.

¹ Dickinson Co. Bd. of Road Commissioners Meeting Minutes, 1/22/1910, containing Joint Bridge Committee minutes for 6/24/1909 and 7/17/1909; plans and contract held by Dickinson Co. Road Commission.

² Ibid, 12/15/1910, containing Annual Report of Bd. of Co. Rd. Commissioners for year ending 9/30/1910; Dulon, 43; *Iron Mountain Press*, 1/21, 5/18/1911; 1/16/1913.

³ Ibid.

⁴ Ibid, minutes for 11/29/1911.

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Engineering Significance of the Truss Bridge

The 145-foot long steel camelback through truss bridge structure gives the nominated property its primary significance. The camelback is a form of the Parker truss, with both types derived from the Pratt truss, a flat-topped through truss with vertical compression members. The Pratt was patented by Thomas and Caleb Pratt in 1844. Though based on the Pratt truss, the Parker provides greater strength through a polygonal top chord, thus permitting longer spans than the standard Pratt design. The Camelback truss is a late nineteenth-century variation of the Parker truss distinguished by its specifically five-slope top chord. The five-slope design – in the Parkers the top chords between each pair of verticals tended to have a different slope – allowed for greater standardization and better stress distribution, while being more economical to construct.⁵ In the late nineteenth and early twentieth centuries the camelback truss was most commonly used for highway bridge spans less than 200 feet but greater than the 100-125-foot lengths for which Pratts were commonly used.

Camelback through truss bridges probably never formed more than a very small percentage of through truss highway bridges in Michigan or Wisconsin. Michigan's first statewide historic highway bridge inventory, completed for the Michigan Department of Transportation in 1985, listed only one camelback through truss, the 180-foot long Washington Road Bridge at Hubbardston, Ionia County, with construction date of 1900. A 1983 report on historic (pre 1941) metal truss highway bridges in Wisconsin carried out for the Wisconsin Department of Transportation identified five examples. By the time of the publication of *Cultural Resource Management in Wisconsin* in 1986, only two remained: the 1884 Manchester Street Bridge in Baraboo and 1924 Kennan-Jump River Bridge in Price County.⁶ The Michigan example and all but one of the Wisconsin bridges included in the surveys, the Manchester Street Bridge in Baraboo, have been demolished. Neither state's studies included the Upper Twin Falls Bridge because that structure had been abandoned as a highway bridge for many years by the time the surveys were done. The Upper Twin Falls Bridge today survives as one of a limited number of examples of an early camelback through truss highway bridge in the two states.⁷

A collaborative project involving the road agencies of the two counties, the bridge was designed by Martin W. Torkelson, an engineer in the Highway Division of the Wisconsin Geological and Natural History Survey, the predecessor of the Wisconsin State Highway Commission (now the Department of Transportation). Born in Jackson County, Wisconsin, Torkelson received engineering degrees from the University of Wisconsin in 1904 and 1916 and became a bridge engineer in the Highway Division in 1908 and assistant state bridge engineer in 1921. He served as state highway engineer from 1931 to 1956.⁸ The bridge's design does not reflect a standard bridge design provided by the state. The Wisconsin State Highway Commission was established in 1911, as the bridge was being completed. Prior to the department's establishment, the state did not have standardized designs for highway bridges. The Michigan State Highway Department was established earlier, in 1905, but had little role in the design of bridges prior to the 1913 passage of the State Trunkline Act that made the department responsible for building and maintaining trunkline bridges throughout the state.⁹ Thus, while Wisconsin's Highway Division was equipped to provide plans, Michigan's highway department may not have been.

Central States Bridge Company

The Central States Bridge Company¹⁰ that fabricated and built the bridge was formed in 1895 as the New Castle Steel Sewer Pipe Company in New Castle, Indiana. Beginning as a steel pipe manufacturing company, the firm soon expanded into small bridges. By 1897 the company began to place a larger emphasis on bridge manufacturing and adopted the name New Castle Bridge Company. The operation transferred to Indianapolis in 1902 and the name changed five years later to the Central States Bridge Company. The New Castle Bridge Company built large truss bridges throughout the Midwest. The 1977 Upper Peninsula (Michigan) Historic American Engineering Record survey identified three of their Parker truss bridges, built in 1900, spanning the Michigan Lake Superior Power Company power canal at Sault Ste. Marie (only one of them survives, disassembled, today at Sault Ste. Marie). But, while Central States worked throughout the Midwest, the majority of their bridges seem to have been built in Indiana. Although Central States did construct truss bridges, functional beam bridges seem to have made up the majority of their production. The 1977 HAER Upper

⁵ Comp and Jackson.

⁶ See Hyde, *Michigan's Highway Bridges: History and Assessment*, 56, and Wyatt.

⁷ The Wisconsin Architecture and History Inventory identifies a eight camelback truss bridges on county (rather than state) highways. Most of these were built in the 1930s and 1940s; it is unknown how many are extant.

⁸ Wisconsin Department of Transportation, *Historic Highway Bridges in Wisconsin*, vol. 2 (1998) and Barbara Wyatt, ed., *Cultural Resource Management in Wisconsin*, vol. 2 (1986).

⁹ Hyde, *Michigan's Highway Bridges: History and Assessment*, 33, 36-37.

¹⁰ Information about Central States Bridge Co. compiled from Cooper, 24-25.

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Peninsula survey did document one highway truss bridge built by the Central States Bridge Company, the Rutledge Road Bridge over the Munuscong River in Mackinac County, an eighty-one-foot long Warren pony truss structure built in 1914. This bridge is still standing. In Wisconsin the only highway truss bridge identified in the 1984 Wisconsin bridge survey as constructed by Central States was a now replaced 1912 Warren through truss structure over the Kickapoo River in Vernon County.

Causeways

The construction of causeways leading to the bridge on either side formed a significant aspect of the overall bridge project. The causeway construction was necessitated by the construction downstream of the Twin Falls Hydroelectric Plant, which raised the level of the river about twenty-five feet at the bridge location, flooding portions of the approaches on both the Michigan and Wisconsin sides. The low ground on the Michigan side required more than one hundred feet of tall embankment. The approaches on the Wisconsin side were far longer, over 1000 feet, forming a broad S-curve to keep to the highest ground. Construction photos suggest that on the Wisconsin side the area nearer the west end of the bridge needed less fill than the longer stretch farther west toward the present west shore of the river, where a lengthy embankment was required. A construction photo taken from the Wisconsin end of the causeway shows a narrow gauge railroad track along the causeway, presumably used for carrying fill. While the causeway construction would not constitute a major construction project by today's standards, the extent of filling operations for the causeways for what was at the time a local road project would seem to constitute a locally significant road engineering project.

Subsequent History

In 1921, the roads leading to the bridge were designated by the states of Wisconsin and Michigan as state routes 69 and 12, respectively. When the federal aid highway system was created in the late 1920s the road and crossing became part of US-2/141. In 1934 a new section of US-2/141 bypassing this area and the bridge a short distance to the south was completed. The Upper Twin Falls Bridge was closed to traffic in September 1971. Plans for demolition have never been implemented because of the cost. The bridge and causeway system have remained in pedestrian use until recently, but use is now restricted because of the severe deterioration of the concrete bridge deck.¹¹

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

This nomination makes extensive use of the following two previous draft nominations for the Upper Twin Falls Bridge:

- Kirk R. Huffaker/Stacey C. Pilgrim, Mead & Hunt, Inc., Madison, WI, May 1997.
- Joseph Sparpana, Iron Mountain, MI, June 2011.

Thanks and a tip of the hat to the above.

Central States Bridge Company. Plans and Specifications and Proposal of Central States Bridge Company. July 17, 1909. Copies in working file, MI SHPO.

¹¹ Information from Dickinson Co. Road Commission, Iron Mountain, MI.

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Comp, T. Allan, and Donald Jackson. "Bridge Truss Types: A Guide to Dating and Identifying." Technical Leaflet 95. American Association for State and Local History, 1977.

Cooper, James L. *Iron Monuments to Distant Posterity: Indiana Metal Bridges, 1870-1930*. Indianapolis, IN: Indiana Department of Highways, 1987. (Central States Bridge Co. background, 24-25).

Davis, M. G. *A History of Wisconsin Highway Department, 1835-1945*. Madison: Wisconsin Department of Transportation, 1947.

Dickinson County Board of County Road Commissioners. Meeting Minutes, including minutes of joint meetings with Bridge Committee of Florence County, 1909-11. Copies in working file, MI SHPO.

Dickinson County Road Commission. Construction photographs for Upper Twin Falls Bridge. Copies in working file, MI SHPO.

Dulan, Mary Louise, comp. *Born From Iron: Iron Mountain, Michigan, 1879-1979*. Iron Mountain, MI: Iron Mountain Centennial Committee under auspices of Menominee Range Historical Foundation and Its Archives, 1978.

Hyde, Charles. Upper Peninsula HAER Inventory cards for Fort St., Johnstone St., and Spruce St. Bridges, Sault Ste. Marie, Chippewa Co., and Routledge Rd. Bridge, Mackinac Co., MI. MI SHPO.

Iron Mountain Press, Iron Mountain, MI. 1/21 and 5/18/1911; 1/16/1913.

Michigan State Highway Department. Plan and Profile of Proposed Federal Aid Project No. E 471, State Line-Iron Mountain-Interstate Bridge. Dec. 28, 1932. Copy in working file, MI SHPO.

Wisconsin Geological & Natural History Survey, Highway Division. Plansheets for Twin Falls Bridge. July 7-8, 1909. Copies in working file, MI SHPO.

Wisconsin Department of Transportation. *Historic Highway Bridges in Wisconsin, volume 2 (Truss Bridges)*. Wisconsin Department of Transportation, 1998.

Wisconsin State Highway Commission. *Preliminary Biennial Report, 1911-1913*. Madison, 1913.

Wisconsin State Highway Commission. *Second Biennial Report, 1911-1915*. Madison, 1915.

Wyatt, Barbara. *Cultural Resource Management in Wisconsin*. Madison, WI: State Historical Society of Wisconsin, 1986.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

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Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property About 4 1/2 acres

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 16 416430 5080840
Zone Easting Northing

3 _____
Zone Easting Northing

2 16 415920 5080740
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated property includes a strip 100 feet in width centered on the centerline of the roadway alignment from the west end of the western causeway in Wisconsin to the east end of the east causeway in Michigan plus the two forks of Twin Falls Road between the east causeway's east end and Dickinson County Road 607 and the triangular park between them containing the Carpenter Monument.

Boundary Justification (Explain why the boundaries were selected.)

The nominated property is defined broad enough to encompass the causeway structures that form part of the significance of the property. It extends from end to end of the causeway/bridge system to encompass the entire complex of structures. The east end of the road and small park with monument are included because the monument, while not meeting the requirements of the national register as a contributing resource, is nevertheless a historic feature of the location, dating from only a few years after the bridge's construction and, commemorating the accomplishments of the county road engineer at the time of the structure's construction, is appropriately sited here near what must have been seen at the time as one of his important accomplishments.

11. Form Prepared By

name/title R. O. Christensen, national register coordinator

organization MI SHPO

date November 2011

street & number 702 W. Kalamazoo St.

Telephone 517/335-2719

city or town Lansing

state MI

zip code 48909-8240

e-mail christensenr@michigan.gov

Additional Documentation

Submit the following items with the completed form:

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- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Upper Twin Falls Bridge
City or Vicinity: Breitung (MI)/Florence (WI) Townships
County: Dickinson (MI)/Florence (WI) **State:** Michigan/Wisconsin
Photographer: Joseph Sparpana
Date Photographed: See descriptions

Description of Photograph(s) and number:

- 1 of 13: Side view of truss bridge looking NNW 9/25/2010
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0018.tif
- 2 of 13: Side view of truss bridge looking NE 4/26/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0022.tif
- 3 of 13: Looking through truss facing WSW 9/22/2010
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0020.tif
- 4 of 13: Detail of upper truss structure facing WSW 9/22/2010
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0011.tif
- 5 of 13: Lower pin connection detail 2/28/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0021.tif
- 6 of 13: Lower truss structure with pin connection detail 9/25/2010
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0013
- 7 of 13: Upper pin connection detail 2/28/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0012.tif
- 8 of 13: Roller bearing nest detail 5/12/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0010.tif
- 9 of 13: Underside of deck facing WSW 9/25/2010
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0014.tif
- 10 of 13: Looking NE from Wisconsin end of causeway 4/26/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0023.tif
- 11 of 13: Looking east on causeway on Wisconsin side 4/26/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0007.tif
- 12 of 13: West shore-island causeway facing NNW 4/26/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0006.tif

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13 of 13: Carpenter plaque at Michigan end of causeway 2/28/2011
MI-WI_Dickinson-Florence_Upper Twin Falls Bridge_0004.tif

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Upper Twin Falls Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MICHIGAN, Dickinson
WI Plotence

DATE RECEIVED: 10/26/12 DATE OF PENDING LIST: 11/27/12
DATE OF 16TH DAY: 12/12/12 DATE OF 45TH DAY: 12/12/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12001028

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 12.12.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Upper Twin Falls Bridge
Dickinson Co, Min Florence Co, WI
#1 of 13

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Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., WI
2 of 13

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Upper Twin Falls Bridge
Dickinson Co, MI - Florence Co, WI
3 of 13

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Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., WI
4 of 13



Upper Twin Falls Bridge
Dickinson Co., Mt. Florence Co., WI
#5 of 13

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Upper Twin Falls Bridge
Dickinson Co., Mt - Florence Co., WI
#6 of 13

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Upper Twin Falls Bridge
Dickinson Co., Min. Florence Co., WI
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Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., ~~MI~~ WI
#8 of 13

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Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., WI
9 of 13

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A gravel road is blocked by several large, dark rocks. A white sign with black text on a wooden post reads "ROAD CLOSED". The road leads into a wooded area with many bare trees and some evergreens. The ground is covered in dry leaves and gravel. The sky is clear and blue.

ROAD
CLOSED

Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., WI
10 of 13

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Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., WI
11 of 13

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Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., WI
12 of 13

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IN MEMORY OF
GILBERT VILAS CARPENTER

BORN 1873

DIED 1916

ROAD ENGINEER FOR DICKINSON COUNTY, MICHIGAN, 1906 TO 1916

DURING THE SPANISH AMERICAN WAR
HE WAS ASSISTANT SURGEON WITH RANK OF CAPTAIN,
ATTACHED TO THE 34TH MICHIGAN VOLUNTEER INFANTRY
WITH ACTIVE SERVICE IN THE SANTIAGO CAMPAIGN.

HE WAS A BUILDER OF ROADS
FOR THE GOVERNMENT OF THE UNITED STATES AT CAMP GRANT, ILLINOIS,
AND IN PORTO RICO IN 1917 AND 1918

RETURNING FROM SAN JUAN ON THE STEAMSHIP CAROLINA,
HE WAS LOST BY THE OVERTURNING OF A LIFE BOAT
AFTER THE SHIP HAD BEEN SUNK BY A HOSTILE SUBMARINE.
HIS DEATH IN THE PATH OF DUTY WAS IN KEEPING WITH HIS LIFE.

THE ROADS OF DICKINSON COUNTY THAT HE BUILT
ARE EVIDENCE OF HIS SKILL AS AN ENGINEER,
BUT HIS UPRIGHTNESS AND HIS GENIAL PERSONALITY
ARE RECORDED ONLY IN THE HEARTS OF THOSE WHO KNEW HIM.

THIS MONUMENT WAS ERECTED IN THE YEAR A. D. 1922
BY THE ROAD COMMISSION OF DICKINSON COUNTY
AND THE MEMBERS OF THE STATE HIGHWAY DEPARTMENT OF MICHIGAN.

4
Upper Twin Falls Bridge
Dickinson Co., MI - Florence Co., WI
#13 of 13

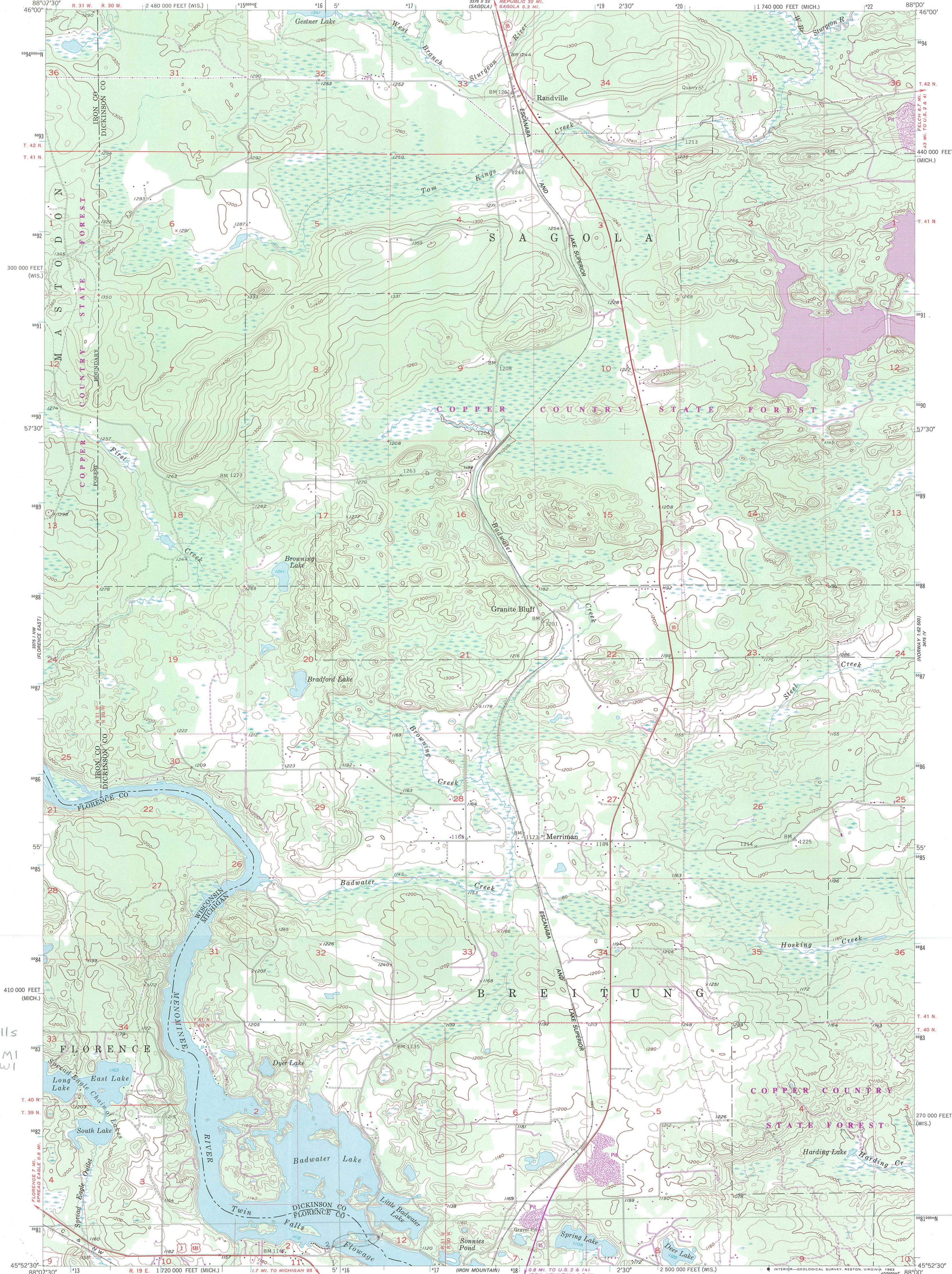
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Upper Twin Falls
Bridge
Dickinson Co., MI
Florence Co., WI
1 16 416 430
5080 840
2 16 415 920
5080 740

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods

Aerial photographs taken 1951. Field check 1955

Polyconic projection. 1927 North American datum

10,000-foot grids based on Michigan coordinate system,

north zone, and Wisconsin coordinate system, north zone

1000-meter Universal Transverse Mercator grid ticks,

zone 16, shown in blue

To place on the predicted North American Datum 1983

move the projection lines 8 meters north and

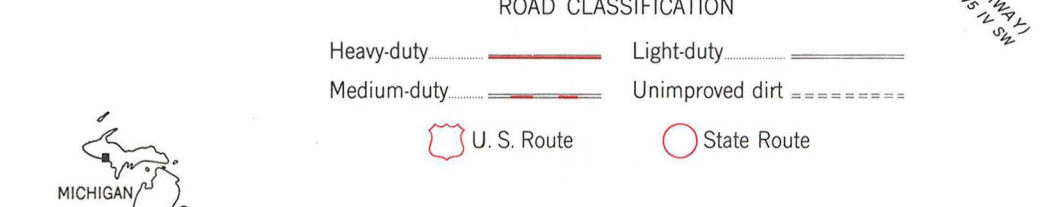
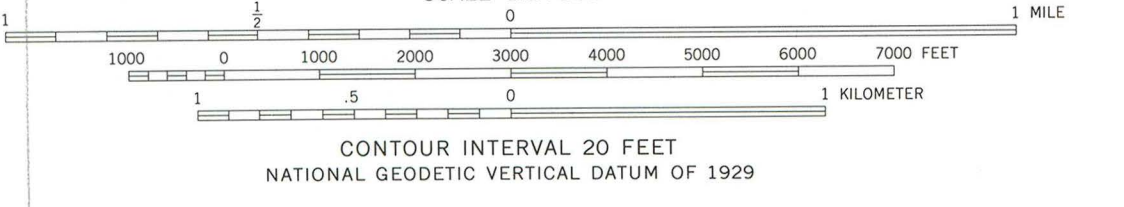
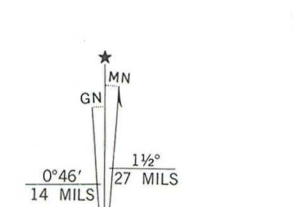
9 meters east as shown by dashed corner ticks

There may be private inholdings within the boundaries of

the National or State reservations shown on this map

Revisions shown in purple compiled from aerial photographs taken 1980

and other sources. This information not field checked. Map edited 1982



RANDVILLE, MICH.-WIS.
N4552.5-W8800/7.5

1955
PHOTOREVISED 1982
DMA 3375 1 NE-SERIES V862

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND BY THE GEOLOGICAL SURVEY DIVISION
MICHIGAN DEPARTMENT OF NATURAL RESOURCES, LANSING, MICHIGAN 48909
AND WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

FLORENCE COUNTY HISTORICAL SOCIETY

PO BOX 162

FLORENCE, WI 54121

May 9, 2012

To Whom It May Concern:

Please note that the Florence County Historical Society, although being a small but we feel influential organization in Florence County Wisconsin, do indeed support the placing of the Upper Twin Falls Bridge, Upper Twin Falls Road over the Menominee River on the National Register of Historic Places.

We feel that listing it meets with the requirements stated in the letter sent to Mr. Timothy Bomberg, Board Chairman of the Town of Florence, by Brian D. Conway, State Historic Preservation Officer. We see The Twin Falls Bridge as being one of those "jewels of the northern Midwest" that has historic value and needs to be recognized.

If we can be of assistance, please let us know by mail or you can call Pat Christian at 715-696-3700.

Sincerely,

Patricia Christian

President

Florence County Historical Society

RECEIVED

MAY 16 2012

May 14, 2012

800 Industrial Park Drive
Iron Mountain, MI 49801
Tel 906.779.2400
www.we-energies.com



Mr. Robert Christensen, National Register Coordinator
State of Michigan – State Historic Preservation Office
Michigan Library and Historical Center
702 West Kalamazoo Street
PO Box 30740
Lansing, MI 48909-8240

RE: Upper Twin Falls Road & Bridge Nomination to the National Register of Historic Places – Input to Review Board meeting 5-18-2012

Mr. Christensen,

We have received and reviewed Mr. Conway's letter providing notice that the Michigan Historic Preservation Review Board will consider nominating the Upper Twin Falls Bridge and Upper Twin Falls Road(s) for listing on the National Register of Historic Places at its meeting on May 18, 2012. The letter inviting comment, and attachments that accompany the letter, appear to presume that We Energies has an ownership position in the bridge and approach road(s). I am writing to clarify any misunderstanding that may exist regarding ownership of the bridge, and to express We Energies' comments regarding nomination to the National Register of Historic Places.

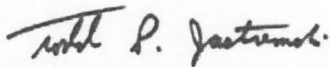
The Upper Twin Falls Bridge and the approach roads leading to the bridge do not share common ownership. Although We Energies owns the land formerly occupied by the public road(s) leading to the Upper Twin Falls Bridge (the "approach roads"), We Energies is not now, nor has it ever been, an owner of the Upper Twin Falls Bridge. As such, We Energies has no comment regarding the potential nomination of the bridge for listing on the National Register of Historic Places.

However, including the approach roads in the nomination to the National Register raises concerns for We Energies. The approach roads are lands identified within the project boundary of the Federal Energy Regulatory Commission (FERC) license to operate the Twin Falls Hydroelectric Project and are subject to regulatory oversight by the FERC. The approach roads effectively act as earthen dikes that constrict river flow through the narrow channel spanned by the Upper Twin Falls Bridge and have potential to impound water in the reservoir during an extreme flooding condition. While not an issue today under current FERC public safety standards, it is possible that more conservative public safety standards in the future may require that We Energies take actions to eliminate the ability of the approach roads to impound water during high water events. Our ability to comply with a new, more conservative safety standard, would require removing one or both of the approach roads, or, significantly breaching their ability to impound water to eliminate potential for a flood surcharge to occur if the approach roads were to fail during a high water event. Either way, the original character of the approach roads cannot be maintained if new, more conservative public safety standards are required.

Page 2
May 14, 2012
Mr. Robert Christensen

We Energies' concern is that listing of the approach roads on the National Register of Historic Places could result in mutually exclusive directives from federal authorities i.e. one directive that requires preservation of the approach roads as historically significant resources, and a conflicting directive that requires removal of the approach roads to further public safety. To avoid creating conflicting priorities, we ask that the approach roads leading to the Upper Twin Falls Bridge be removed from the nomination and allow the nomination of the bridge to proceed independently.

Sincerely,



Todd P. Jastremski, Manager
Hydroelectric Operations Division
(906) 779-4099
todd.jastremski@we-energies.com

cc: Rod Miller – We Energies
Rita Hayen – TRC

Christensen, Bob (MSHDA)

From: Wendy Gehlhoff <wgehlhoff@co.florence.wi.us>
Sent: Wednesday, May 16, 2012 1:25 PM
To: christensenro@michigan.gov
Subject: Upper Twin Falls Bridge WI/MI for 5/18 mtg
Attachments: Twin Falls Bridge letter of support 0512.doc

Dear Robert,

I've attached a letter of support for nominating the Upper Twin Falls Bridge to the National Register of Historic Places that will be addressed at the Michigan Historic Preservation Review Board meeting this Friday, May 18th.

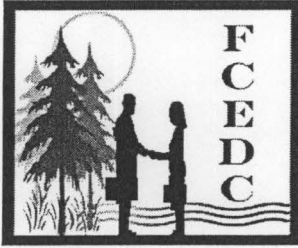
If you need additional information, call or email any time.

Thank you,

Wendy Gehlhoff - Director FCEDC

Florence County Economic Development
P.O. Box 88 - 501 Lake Ave - Courthouse
Florence, Wisconsin 54121
Office (715)528-3294 Fax (715)528-5071
Hours: M/T/Th 10am - 4pm, W/F 8:30am-4pm

This e-mail is intended for the use of the addressee(s) only and may contain privileged, confidential, or proprietary information that is exempt from disclosure under law. If you have received this message in error, please inform us by reply e-mail and destroy any printed copy. Elected Officials and Members of Official Committees: to comply with open meeting laws, please limit any reply to only the sender of this electronic communication Notice: It's OK to print this email. Paper is a biodegradable, renewable, recyclable, sustainable product made from trees. Growing and harvesting trees provides millions of jobs. Working forests are good for the environment providing clean air, clean water, wildlife habitat and carbon storage. Thanks to improved forest management, we have more trees today than we had 100 years ago.



FLORENCE COUNTY
Economic Development Commission
Your Northwoods Business Resource
Wendy Gehlhoff – Director
P.O. Box 88, Florence, WI 54121

Robert Christensen
National Register Coordinator
Michigan State Historic Preservation Office
702 W Kalamazoo St
Lansing, MI 48909-8240

May 16th, 2012

Dear Mr. Christensen,

I learned that the Upper Twin Falls Bridge, Upper Twin Falls Road over the Menominee River, Breitung Township, Dickinson County, Michigan and Town of Florence, Florence County, Wisconsin is being considered for nomination to the National Register of Historic Places by the Michigan Historic Preservation Review Board this Friday, May 18th. I am writing this letter to support this very unique, historic bridge being nominated to the National Register of Historic Places.

Tourism is Florence County's largest industry by jobs and 2nd largest by payroll. Projects that enhance our tourism assets help our economy by first attracting more visitors and then offering more attractions to keep those visitors in our three county WI/MI trade region longer. This results in more income to our tourism based businesses and more county sales tax revenue.

On the Wisconsin side of the Menominee River, our County maintains Vagabond Park and boat landing which are used extensively by fishermen, boaters, swimmers, kayakers and our combined WI/MI water ski team performs at Vagabond Park twice a week all summer. By preserving the Upper Twin Falls Bridge and then collaborating with Michigan entities to enhance this asset by repairing the bridge enough for a non-motorized trail, we will provide a unique connection from the Wisconsin amenities on the Twin Falls Flowage over to the Michigan side where there are hiking and biking trail connections and other amenities. Not only will this increase the number recreational options for both MI and WI visitors at the Twin Falls Flowage area, but it offers more outdoor activities for our residents on both sides of the Menominee River thus improving their quality of life as well. There are numerous past examples of WI/MI cross border collaborative projects like this in our area, so we are well prepared to tackle this asset enhancing project as well.

Thank you for the opportunity to offer a letter of support to this nomination. If you have any questions, feel free to contact me at the number or email below.

Sincerely,
Wendy Gehlhoff – Director
Florence County Economic Development Commission

Phone: 715-528-3294 Fax: 715-528-5071 Email: wgehlhoff@co.florence.wi.us

Christensen, Bob (MSHDA)

From: Jim Harris <jim@dickinsoncrc.com>
Sent: Wednesday, May 16, 2012 1:37 PM
To: christensenro@michigan.gov
Cc: Sam; Denny Olson; Kay Pascoe
Subject: Fw: Twin Falls Bridge

Mr. Christensen, here is the e-mail that I told you about on your answering service. This nomination and acceptance would be beneficial not only to the citizens of Dickinson County, but would most certainly be a historical landmark that people from around the world could enjoy as well. We genuinely support this nomination to the National Register of Historic Places. Thank you very much, Jim Harris Jr., Superintendent of Operations, Dickinson County Road Commission

----- Forwarded Message -----

From: Jim Harris <jim@dickinsoncrc.com>
To: "lhoffmann@ironmountaindailynews.com" <lhoffmann@ironmountaindailynews.com>
Cc: Lance Malburg <lance@dickinsoncrc.com>; "sandy@dickinsoncrc.com" <sandy@dickinsoncrc.com>; "jim@careylogging.com" <jim@careylogging.com>; "jim@dickinsoncrc.com" <jim@dickinsoncrc.com>; David Pajula <dpajula2@norwaymi.com>; Dave Brisson <dbrisson@loadmaster.org>; Denny Olson <mdotrucking@live.com>; Joe Rogina <joerogina@breitungtwp.org>; Michelle Berger <mberger@dickinsoncrc.com>
Sent: Wednesday, May 16, 2012 7:45 AM
Subject: Twin Falls Bridge

Lisa, we did have a discussion about the Twin Falls Bridge last night. The board voted to allow us to make a phone call with Breitung Township in support of the Historical Listing. There was a motion and support and all ayes to allow our County Engineer and myself to search for funding sources for improvement/restoration of the bridge and approaches. It was discussed that if the bridge is placed on the National Register of Historic Places that hopefully some type of grant may, in the future, be more attainable. Please let it be known that we are just beginning researching this and it could be some time before any funding becomes available for any work at the location. Thanks, Jim Harris Jr., Superintendent of Operations, Dickinson County Road Commission.

Christensen, Bob (MSHDA)

From: Sam <scoron@breitungtp.org>
Sent: Wednesday, May 16, 2012 3:44 PM
To: christensenro@michigan.gov
Subject: Upper Twin Falls Bridge

Importance: High

Dear Mr. Christensen,

At the regularly scheduled board meeting held on the evening of May 14, 2012 the members of the Breitung Township Board of Trustees had the privilege of learning the unique history behind the Upper Twin Falls Bridge. Its significance goes back to the early 1900's and is clearly one of the most historically significant bridges in the region. The bridge spans the Menominee River and once served horse wagon, buggy and auto traffic between Michigan and Wisconsin for sixty years, closing to auto use in September of 1971. The bridge and the causeways have been frozen in time as a reminder to all the days gone by.

Another piece of unique history tied to this bridge is the monument that was erected on Memorial Day of 1923 in honor of Gilbert Vilas Carpenter who lost his life during WWI. Mr. Carpenter was an engineer for the Dickinson County Road Commission and supervised the construction of the Twin Falls Bridge and causeways. He was described as a natural born engineer.

We hope you will approve the nomination for the Upper Twin Falls Bridge to be placed on the National Register of Historical Places.

Sincerely Yours,
Breitung Township Board of Trustees

Samantha Coron
Breitung Township Clerk
(906) 779-2050 - Phone
(906) 779-2077 - Fax
scoron@breitungtp.org
www.breitungtp.org

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ROAD COMMISSION

1107 S. Milwaukee Ave.
P.O. Box 519
Iron Mountain, MI 49801
(906) 774-1588
FAX (906) 774-7227

Board of Road Commissioners

James Harris
Chairman

Dave Brisson
Vice Chairman

Ron Milbrath
Member

Allan Bilski
Member

Jim Carey
Member

James Harris, Jr.
Superintendent of Operations

Lance Malburg, P.E.
Engineer

Sandra Lindholm
Director of Finance

RECEIVED

AUG 17 2012

DIV HIST PRES

August 14, 2012

Mr. Michael Stevens, State Historic Preservation Officer
Wisconsin Historical Society
816 State Street
Madison, Wisconsin 53706

Dear Mr. Stevens:

At a Regular Monthly Meeting of the Dickinson County Road Commission held on August 14, 2012, the Board moved to send a letter of support to the Wisconsin Historical Society in an effort to see the Upper Twin Falls Bridge be placed on the Wisconsin State Registry.

We encourage these efforts, and if there is anything else we can lend, please contact our office.

Sincerely yours,

James Harris Jr, Superintendent of Operations
Dickinson County Road Commission



**Chamber of Commerce
Economic Development
Tourism**

www.dickinsonchamber.com

600 South Stephenson Avenue Iron Mountain, MI 49801 Phone: 906-774-2002 Fax 906-774-2004

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AUG 27 2012

DIV HIST PRES

August 23, 2012

Mr. Michael Stevens
State Historic Preservation Officer
Wisconsin Historical Society
816 State Street
Madison, WI 53706

In regards To: Support for the Upper Twin Falls Bridge Nomination to the Wisconsin State Register of Historic Places and the National Register of Historic Places.

Emailed to Daina Penkiunas & mailed letter 8-23-12.

Dear Mr. Stevens;

The Dickinson Area Partnership is a coordinated consortium of business groups that has the express intent of improving the business climate for the Dickinson area community. With over 480 business members, of which approximately 20% are located Wisconsin, the umbrella organization includes the area's Chamber of Commerce, Economic Development, and Tourism. The Partnership has been successful in their endeavors because of three components; collaboration, cooperation, and communication.

On behalf of the Dickinson Area Partnership, I express our support for the Upper Twin Falls Bridge located on the Upper Twin Falls Road over the Menominee River between the Charter Township of Breitung, Michigan and the Town of Florence, Wisconsin. This structure is a vital recreational link between our two States and is an important component to tourism activity within our Dickinson area community.

The Dickinson area is a border community, and has within their market area, various communities in Wisconsin, located in both Florence and Marinette counties. We have a border counties alliance known as the Menominee River Alliance, where we try to solve our economic problems together and in a collective and collaborative manner. For instance tourism is Florence County's largest industry by employment and is the second largest by payroll. A component of both Florence and Dickinson County's tourism comes from non-motorized activity and as such the Upper Twin Falls Bridge could very well be a unique connection for both Michigan and Wisconsin's non-motorized program.

Therefore, the Dickinson Area Partnership supports this nomination for historical recognition. Thank you for the opportunity to respond to this proposal, as I look forward to being involved in this project as it develops.

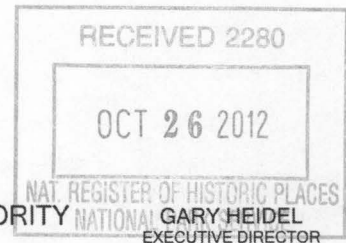
Sincerely,

Bruce Ortttenburger
President and CEO
Dickinson Area Partnership



STATE OF MICHIGAN

MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY
STATE HISTORIC PRESERVATION OFFICE



RICK SNYDER
GOVERNOR

October 19, 2012

Ms. Carol Shull, Interim Keeper
National Register of Historic Places
National Park Service
1201 Eye Street, NW, 8th Floor
Washington, DC 20005

Dear Ms. Shull:

Enclosed is a national register nomination form for the Upper Twin Falls Bridge in Dickinson County, Michigan, and Florence County, Wisconsin. This nomination has been reviewed and approved by the state review boards in both states and the signatures of both states' state historic preservation officers provided.

This property is being submitted for listing in the national register. All written comments concerning this nomination were submitted to the Michigan and Wisconsin SHPOs prior to the submission of this nomination to you are enclosed.

Questions concerning this nomination should be addressed to Robert O. Christensen, national register coordinator, by phone at 517/335-2719 or by email at christensenr@michigan.gov.

Sincerely yours,

Martha MacFarlane Faes
Deputy State Historic Preservation Officer

MMF:roc



Beall, Edson <edson_beall@nps.gov>

Upper Twin Falls Bridge 12001028

2 messages

jspar@chartermi.net <jspar@chartermi.net>

Fri, Dec 7, 2012 at 12:50 PM

To: Edson_Beall@nps.gov

Edison,

The Upper Twin Falls Bridge and causeways span the Menominee River which divides the states of Wisconsin and Michigan. It was divided equally between the two states after it was discontinued for vehicle traffic use. The state line runs down the center of the river in which the iron bridge portion spans. It is only one of two camelback thru truss highway bridges known to exist in either state and the only one to exist in it's original location.

Thank you for you consideration of this landmark to the National Register of Historical Places, I support it's listing.

Joseph Sparpana
N4700 Birch Lane
Iron Mountain Mi. 49801

Beall, Edson <edson_beall@nps.gov>

Mon, Dec 10, 2012 at 8:14 AM

To: jspar@chartermi.net

Bcc: Edson Beall <Edson_Beall@nps.gov>

Dear Joseph Sparpana,

Thank you for your e-mail supporting the listing of Upper Twin Falls Bridge in the National Register of Historic Places. Your comments have been printed on archival paper and placed in the file currently under review.

Thank you for your interest in the preservation programs of the National Park Service.

Sincerely,

Edson H. Beall, Historian
National Register of Historic Places
Washington, D.C.
Phone: 202-354-2255
Fax: 202-371-2229
E-mail: Edson_Beall@nps.gov
Web: <http://www.nps.gov/history/nr/>
Facebook: <http://www.facebook.com/NationalRegisterNPS>

EXPERIENCE YOUR AMERICA

The National Park Service cares for special places saved by the American people so that all may experience our heritage.

[Quoted text hidden]