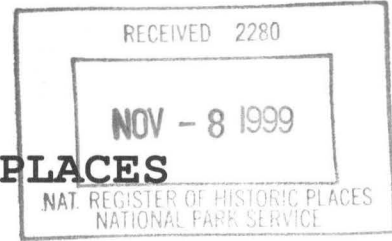


United States Department of the Interior
National Park Service

1577



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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name County Road C11/Pike River Bridge
other names/site number _____

2. Location

street & number County Road C11 over Pike River
not for publication N/A
city or town Chassell Township vicinity N/A
state Michigan code MI county Houghton code 061
zip code 49916

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x 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 x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide x locally. (___ See continuation sheet for additional comments.)

[Signature]
Signature of certifying official
Michigan State Historic Preservation Office
State or Federal agency and bureau

9.29.99
Date

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register

See continuation sheet.

determined eligible for the

National Register

See continuation sheet.

determined not eligible for the

National Register

removed from the National Register

other (explain):

Edson H. Beall

Jan

12/9/99

Signature of Keeper Date
of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

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

Number of Resources within Property

| Contributing | Noncontributing |
|--------------|---------------------|
| <u>0</u> | <u>0</u> buildings |
| <u>0</u> | <u>0</u> sites |
| <u>1</u> | <u>0</u> structures |
| <u>0</u> | <u>0</u> objects |
| <u>1</u> | <u>0</u> Total |

Number of contributing resources previously listed in the National Register N/A

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

Historic Highway Bridges of Michigan, 1875-1948

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: steel stringer bridge

Materials (Enter categories from instructions)

foundation (Substructure) CONCRETE

roof _____

walls _____

other (Superstructure) STEEL

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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.

Criteria Considerations (Mark "X" in all the boxes that apply.)

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

Areas of Significance (Enter categories from instructions)

ENGINEERING

TRANSPORTATION

Period of Significance 1914

Significant Dates 1914

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder Contractor/Builder: Smith-Byers-Sparks Company
Designer: Michigan State Highway Department

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data

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

Name of repository: Michigan Department of Transportation

10. Geographical Data

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | Zone | Easting | Northing |
|---|--------------------------------|---------------|----------------|------|---------|----------|
| 1 | <u>16</u> | <u>383005</u> | <u>5208160</u> | 3 | _____ | _____ |
| 2 | _____ | _____ | _____ | 4 | _____ | _____ |
| | <u>See continuation sheet.</u> | | | | | |

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 1 Pike River Bridge
name of property
Houghton County, Michigan
county and state

Summary of Significance

Built in 1914, the Pike River Bridge is a well-preserved, relatively early example of state highway department standardized design on a regionally important trunk line route. As such, it is eligible for listing in the National Register under Criteria A and C.

Soon after the legislature passed the State Trunk Line Act in 1913, authorizing the formation of a trunk line system of roads, a north-south route across the western end of the Upper Peninsula began to coalesce. Designated across Keweenaw, Houghton, Ontonagon and Gogebic counties, it linked the major east-west trunk line across the Peninsula with the Peninsula's extreme northern tip at the Keweenaw Peninsula. By 1915 the route was virtually complete. Two of the bridges built with the initial construction of the trunk line were identical concrete/steel structures over the Pike and Snake rivers near Chassell. For these crossings, the Michigan State Highway Department delineated 38-foot steel stringer structures, designating them Trunk Line Bridges Nos. 8 and 9, respectively.

In 1913 MSHD awarded the contract to build the two bridges to the Smith-Byers-Sparks Company. The Houghton-based contractors used steel stringers fabricated by the Jarvis Engine and Machine Works of Lansing to complete them in 1914. The trunk line route was incorporated into US-41 in the 1920s. The Snake River Bridge was later replaced in 1934, but the Pike River Bridge has been bypassed by the highway. It now carries local traffic in essentially unaltered condition.

The steel stringer configuration of the Pike River Bridge was one of the earliest standard designs developed by the state highway department. First delineated in the 1905-1906 biennium, it used

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 2 Pike River Bridge
name of property
 Houghton County, Michigan
county and state

relatively shallow I-beams in a relatively short-span configuration. The department used steel stringer bridges intermittently in the 1910s, depending largely upon the price and availability of rolled I-beams. The Pike River Bridge is distinguished as one of the first trunk line bridges to use the steel stringer configuration. Of the 22 trunk line bridges listed in MSHD's 1913-1914 biennial report, almost half are stringer bridges. All but the Pike River Bridge have subsequently been demolished or altered. This bridge is thus significant for its representation of this important structural type, and it is important as an early, unaltered remnant of the Upper Peninsula's trunk line system.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 1 Pike River Bridge
name of property
 Houghton County, Michigan
county and state

Bibliography

Published Sources

Michigan State Highway Department. *Fifth Biennial Report*. N.p., 1914.

Unpublished Sources

Michigan State Highway Department. "Map Showing State Reward Bridges of Michigan, Upper Peninsula." 1916.

Archival Sources

Bridge Database. Michigan Department of Transportation, Lansing.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 1 Pike River Bridge
name of property
Houghton County, Michigan
county and state

Verbal Boundary Description

The general area of the nominated property is a rectangle 22 feet wide, whose long center axis parallels the centerline of the bridge. The property is bounded at each end by the outer edges of the abutments.

Boundary Justification

Based on measurements provided by the Michigan Department of Transportation, the boundaries enclose the entire historic resource.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 2 Pike River Bridge
name of property
Houghton County, Michigan
county and state

Index to Photographs

Photographer: Clayton Fraser, Fraserdesign
Date: 17 September 1995
Negatives: Michigan Department of Transportation, Lansing

No. 1 Southeast approach. View to northwest.
No. 2 Northeast elevation. View to west.

11. Form Prepared By

name/title Clayton B. Fraser, Principal
organization Fraserdesign
street & number P.O. Box 6025
city or town Loveland state CO zip code 80537
telephone (970) 669-7969
date November 1998

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

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

name Houghton County Road Commission
street & number P.O. Box 269
telephone (906) 482-3600
city or town Hancock state MI zip code 49930

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. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY County Road C11--Pike River Bridge
NAME:

MULTIPLE Highway Bridges of Michigan MPS
NAME:

STATE & COUNTY: MICHIGAN, Houghton

DATE RECEIVED: 11/08/99 DATE OF PENDING LIST: 11/23/99
DATE OF 16TH DAY: 12/09/99 DATE OF 45TH DAY: 12/23/99
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99001517

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 12/9/99 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

Highway Bridges of Michigan MPS

County Road C11 - - Pike River Bridge

99001517

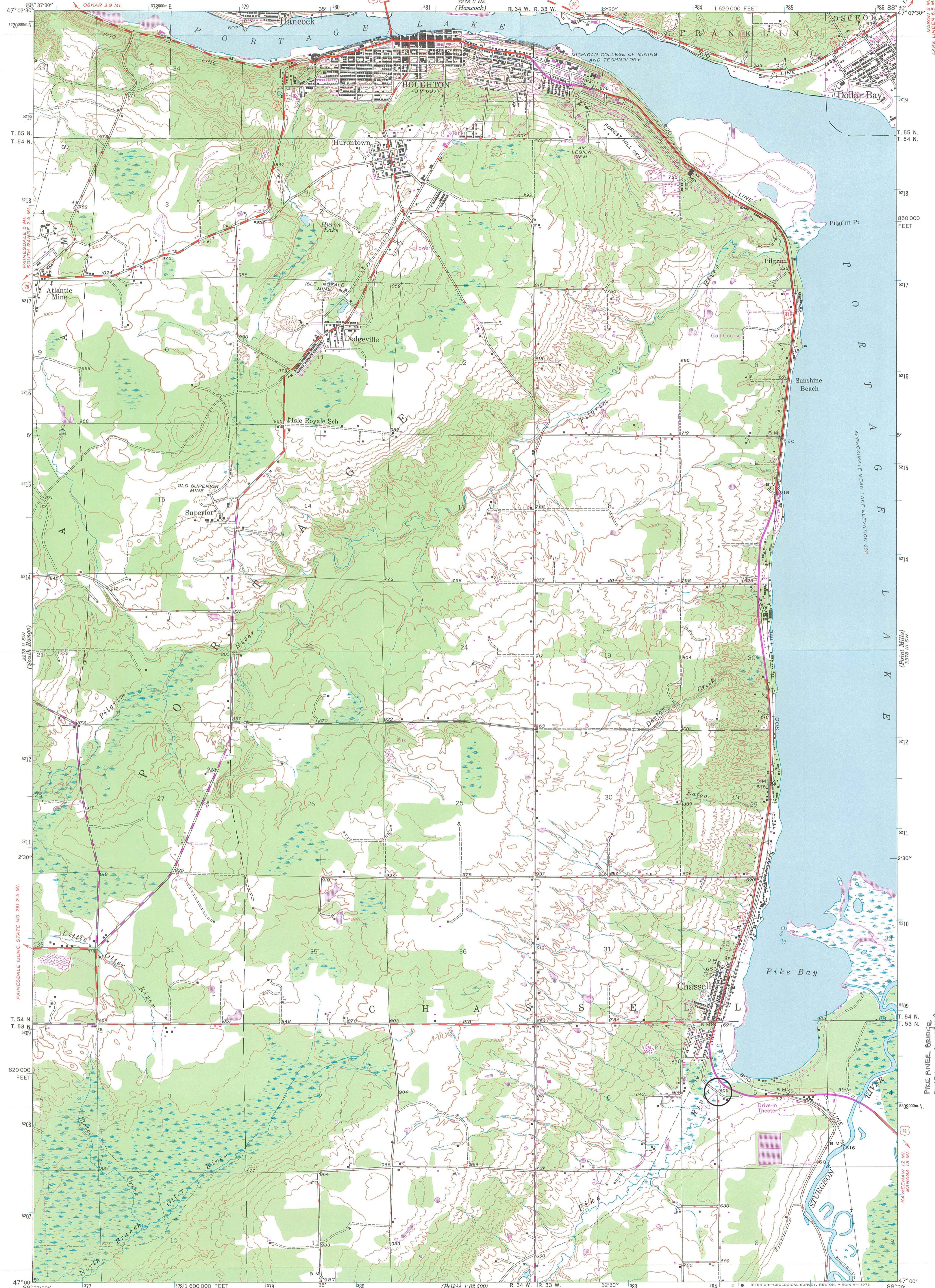


Pike River Bridge
County Road C11 over Pike River
Houghton County, Michigan
Clayton Fraser

17 September 1995

Northwest elevation View to west
MISHPO

9574-19

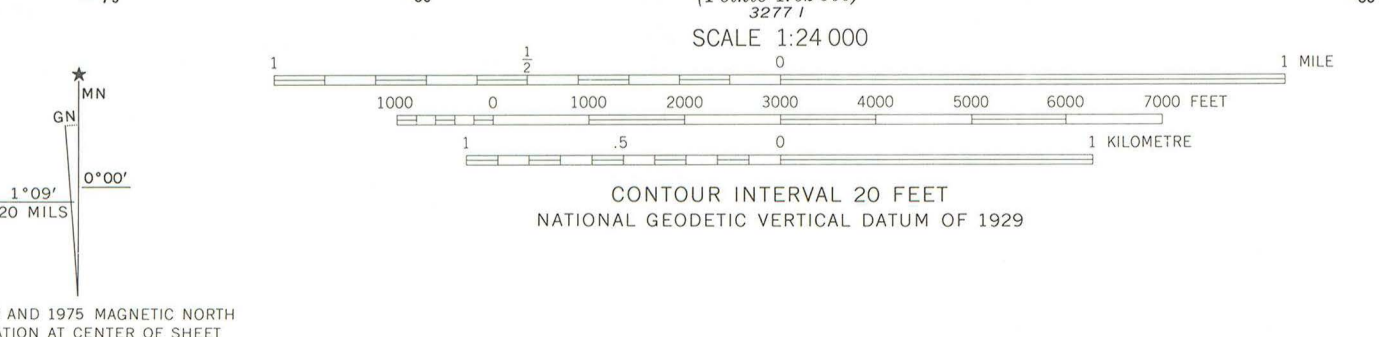


Map by the Geological Survey
1946

Road Classification

| | | |
|-------------------------|------------------------|-----------------|
| Dependable hard-surface | Dry weather roads | U. S. Route 131 |
| Heavy hard-surf. | Light-surfaced, gravel | |
| Secondary hard-surf. | Dirt road | State Route 16 |
| All-weather road | | |

Note: Revisions shown in purple compiled from aerial photographs taken 1975. This information not field checked.



Interior-Geological Survey, Reston, Virginia—1976
195900m E.

Polyconic projection. 1927 North American datum
10,000-foot grid based on Michigan coordinate system,
north zone
1000-metre Universal Transverse Mercator grid ticks,
zone 16, shown in blue

QUADRANGLE LOCATION

PIKE RIVER BRIDGE
CHASSELL TOWNSHIP
HOUGHTON COUNTY MI
UTM: 16/383005/5208160

CHASSELL, MICH.
SE/4 HOUGHTON 15' QUADRANGLE
N4700—W8830/7.5

1946
PHOTOREVISED 1975
AMS 3278 II SE—SERIES V882

FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

DUP

BOARD OF
County Road Commissioners
HOUGHTON COUNTY

J. F. MAC DONALD, Chairman
Calumet Township
WILLIAM H. SILER, Vice Chairman
Torch Lake Township
PAUL H. JURMU, JR., Member
Portage Township

111 Royce Road, M-26, Ripley
P.O. Box 269
Hancock, MI 49930
Office • 1-906-482-3600
Fax • 1-906-482-9600

JAMES B. MANDERFIELD
County Highway Engineer
WILLIAM E. OBST
Office Manager

May 27, 1999

JUN - 9 1999

Brian D. Conway
State Historic Preservation Officer
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Conway:

The Houghton County Board of Road Commissioners would comment on the physical condition of this structure, which we feel at this time, is very poor, and not capable of being preserved.

Both concrete side rails are intermittently fractured to the deck, with the end sections actually broken off and free standing, only being held in place with steel plates bolted through the concrete.

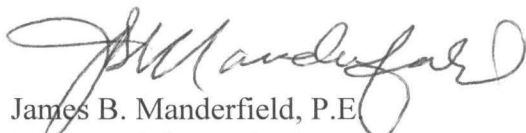
The deck is transversely fractured across the beams and would have to be completely removed to the steel to be rehabilitated.

The structure is actually quite unsafe, in it's present condition and might not actually be worthy of historical significance if it's condition and scope of necessary rehabilitation is taken into account.

We've enclosed additional photos of the structure, which we feel might warrant further evaluation as to it's present condition and consideration for nomination to the National Register of Historic Places.

Very truly yours,

BOARD OF COUNTY ROAD COMMISSIONERS


James B. Manderfield, P.E.
County Highway Engineer

JBM/pp

MICHIGAN HISTORIC BRIDGE INVENTORY

INVENTORY FORM

STRUCTURE NAME PIKE RIVER BRIDGE

HOUG012

GENERAL DATA

| | | | |
|----------------|-----------------|----------------------|-------------------------|
| highway route: | County Road C11 | feature intersected: | Pike River |
| county: | Houghton | location: | 0.5 MI SOUTH OF CHASELL |
| | | city name: | Chassell |
| | | control number: | B01 of 03E |
| | | highway district: | 1 |

EVALUATION

National Register: Y
 Criterion A: 2
 Criterion C: C

Numbers given for Criterion A refer to historic contexts given in the Survey Sample Report. Letters given for Criterion C refer to "C": eligible, and "N": non-eligible.

STRUCTURAL DATA

| | | | |
|-------------------|------|------------------|---|
| main span number: | 1 | integrity: | historical integrity: unaltered; physical condition: good |
| main span length: | 38.0 | superstructure: | steel I-beam stringer |
| structure length: | 38.0 | substructure: | concrete abutments |
| roadway width: | 19.1 | floor / decking: | concrete deck with asphalt overlay |
| structure width: | 21.4 | other features: | |

HISTORICAL DATA

| | | | |
|----------------------|------|-------------|---|
| construction date: | 1914 | designer: | Michigan State Highway Department |
| rehabilitation date: | | contractor: | Smith-Byers-Sparks Company - Houghton, Michigan |

Located in Chassell Township, this small-scale concrete/steel bridge spans the Pike River on County Road C117. The crossing is situated immediately south of the village of Chassell, near the river's mouth at Pike Bay. The structure is configured as a 38-foot, steel stringer span, with five lines of rolled I-beams supported simply by concrete abutments. Architectural expression is provided by MSHD standard paneled concrete guardrails. Cast into the guardrails are "State Trunk Line Bridge 1914" on one side and "Built by S-B-S Co Houghton" on the other. In unaltered and excellent structural condition, the Pike River Bridge has retained a high degree of physical integrity.

Soon after the legislature passed the State Trunk Line Act in 1913, authorizing the formation of a trunk line system of roads, a north-south route across the western end of the Upper Peninsula began to coalesce. Designated across Keweenaw, Houghton, Ontonagon and Gogebic counties, it linked the major east-west trunk line across the Peninsula with the Peninsula's extreme northern tip at the Keweenaw Peninsula. By 1915 the route was virtually complete. Two of the bridges built with the initial construction of the trunk line were identical concrete/steel structures over the Pike and Snake rivers near Chassell. For these crossings, the Michigan State Highway Department delineated 38-foot steel stringer structures, designating them Trunk Line Bridges Nos. 8 and 9, respectively. In 1913 MSHD awarded the contract to build the two bridges to the Smith-Byers-Sparks Company. The Houghton-based contractors used steel stringers fabricated by the Jarvis Engine and Machine Works of Lansing to complete them in 1914. The trunk line route was incorporated into US-41 in the 1920s. The Snake River Bridge was later replaced in 1934 [HOUG004], but the Pike River Bridge has been bypassed by the highway. It now carries local traffic in essentially unaltered condition.

The steel stringer configuration of the Pike River Bridge was one of the earliest standard designs developed by the state highway department. First delineated in the 1905-1906 biennium, it used relatively shallow I-beams in a relatively short-span configuration. The department used steel stringer bridges intermittently in the 1910s,